

AMERICAN RAILROAD JOURNAL.

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MR. FREDERIC ALGAR, No. 11 Clements Lane
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money market itself, obedient to its demands, or joyful in its gains. In short, it has seen a mighty power rise up as an element of our prosperity; and geographical, political, commercial and financial interests swayed by its influence. The JOURNAL has never for a moment forgotten its relations to these interests; but has been unceasing in its efforts to strengthen and maintain them. It has been the untiring friend of useful routes, energetic and enterprising companies, good officers and faithful servants. It has always been ready to give its advice, aid and co-operation to all good projects, and its assistance in the establishment of the best lines. It can therefore look on the American Railway system with complacency not only, but sincere regard; praising its past, encouraging its present, and cheering its future. It perceives in it, many great securities for the permanence of the Union, attended by a further advance in the arts of life, in civilization, in education and a general prosperity. Connected with this watchfulness over this modern form of transportation, so infinitely surpassing all other kinds previously known, the relations of commerce in the abstract as well as the concrete have naturally attracted the attention and study of the JOURNAL. It has therefore always devoted a large share of its columns to that topic; and in its numerous volumes are preserved very careful records of their progress and extension.

Every important fact bearing upon them is continuously recorded, so that its pages furnish ample materials for thinkers, writers and historians, and are constantly resorted to by those who discuss these subjects. In all the great public libraries of the country where the volumes of the JOURNAL are preserved, the student can find the amplest and the most complete materials for his contemplation.

Nor is this all. The progress and history of finance with the changes of the Money Market have also been carefully preserved; so that in this department of political economy, it has done a most useful work. On its pages are to be found almost exclusively the records of prices and of fluctuations, the rise and fall of securities, and the expansion and decline of credits. These are historically preserved for reference, and are a guide, a beacon, and a warning to financiers. From

the data thus and there given, the economist is able to explain the relations of cause and effect, and understandingly, how they are and must be considered.

In short, in all the particulars we have alluded to, the JOURNAL is conspicuous for its accuracy, its diligence and its perseverance in its speciality of observation and record. That this is a well understood fact may be seen by another, that the leading and most successful bankers and stock brokers in this country as well as in the capitals of Europe, rely on the JOURNAL for information and authority. And we are assured that its steadiness of opinion and correctness of quotation have been greatly relied on, on the continent as a guide to investments in American securities; while even in England, less ready to believe in what is American, we find of late that the JOURNAL is received with a cordial acceptance as good authority.

We therefore feel that we have a perfect right to congratulate ourselves on the commencement of our 36th volume, and on our past and present success, assuring our readers there shall be no falling off on our part, and confident there will be none on theirs. There is a large field open to such exertions as ours. The railway system, extensive as it is, will yet become much more so. When the great Union Pacific Railroad is constructed, the new States which it is to pierce, will on their maps exhibit before many years, the same reticulations or net work of railways which are now to be seen on those of Illinois, or Ohio, or Pennsylvania. So too the traveller will practically find as many towns, commercial centres and stations. All this is plainly before us in no distant future; and of all this, the JOURNAL is the announcer and encourager. It will therefore be seen that we fully appreciate our duties and our responsibilities; and we accept them cheerfully, relying on the liberal support in the future that we have so long enjoyed in the past. Looking confidently for a proportional increase in the support of the public, we shall continue to perform our part of the compact of reciprocal service, and thanking our friends of to-day and former days for their adherence and patronage, we wish them a happy New Year; and to the railroad companies, whose peculiar interests are the sub-

American Railroad Journal.

New York, Saturday, January 6, 1866.

For our Annual Table of Railroads in the United States, see pages 9 to 16 of our present issue.

The Past, Present and Future.

The present number heralds the thirty-sixth year of the AMERICAN RAILROAD JOURNAL. From a single idea on the part of its original founder, it has grown up to be a solid and permanent institution, the steady and untiring friend of the great railroad interests of the country. It has seen them in a regular and constant state of progression; from a single doubtful line, as regards which the public could scarcely make up its mind, to many thousands of miles of finished and remunerating roads, over which millions of passengers and of tons of freight are continually and successfully being transported. So too it has seen an infinite variety of changes in the structure, plant and management of these roads; an aggregation of vast capital; the establishment of armies of employees and managers; and the

ject of our constant consideration, renewed prosperity, large traffic and good dividends.

Debt of Philadelphia.

The following statement shows the loans bought by the Commissioners of the sinking fund, and canceled during 1865, from the sale of the stock of the Pennsylvania Railroad, held by the city:

Loans.	Amount bought.
Five per cent. loan	\$32,236 79
Six per cent.	225,888 70
Pennsylvania R. R. loan	135,733 90
North Pennsylvania R. R. loan	77,900 00
Hempfield R. R.	29,300 00

Total \$502,059 39

In addition to the above the City Treasurer has redeemed, during 1865, city loans, maturing to the amount of \$394,223 34, making a total of \$896,282 73, which is to be deducted from the funded debt of the city.

The funded debt of the city on January 1, 1865, was \$28,910,484 52

Loans issued during 1865 5,708,100 00

\$34,618,584 52

Amount cancelled in 1865 896,282 73

Actual funded debt, Jan. 1, 1866. \$35,722,301 79

Loans to the amount of about \$4,000,000 have been passed by Councils during the present year, in addition to the amount stated above, but they have not been issued, and will not be put upon the market unless they realize their par value. If issued during the coming year, the actual debt of the city will be about \$37,000,000.

Evansville and Crawfordsville Railroad.

The earnings of this road for the years ending August 31, 1864 and 1865, were as follows:

	1863-'4.	1864-'5.
From passengers	\$152,616 20	\$256,366 06
" troops	20,435 67	20,057 78
" freight	260,699 74	260,286 34
" express	7,982 75	12,802 50
" mail	9,400 00	9,400 00
" rents	89 00	215 00

\$451,223 36 \$559,127 68

The expenses of 1864-'65 were:		
Repairs of track	\$83,607 53	
" bridges	18,118 22	
" buildings, etc.	9,688 36	
" locomotives	28,863 19	
" cars	23,134 56	
" tools, etc.	7,629 80	
Train expenses	42,762 03	
Fuel	32,154 18	
Oil, waste, etc.	7,902 63	
Station expenses	31,585 51	
General superintendence	10,218 62	
Loss and damage	9,447 95	
All other expenses	12,294 70	

312,407 28

Net earnings \$246,720 40

The earnings, expenses, etc., of this road for the past seven years have been as follows:

	Total	Operating	Net
	earnings,	expenses.	earnings.
1858-'59	\$171,048 90	\$97,797 37	\$73,251 53
1859-'60	206,944 27	102,970 89	103,973 38
1860-'61	222,352 13	118,862 90	104,989 23
1861-'62	244,540 43	106,954 50	137,585 93
1862-'63	334,058 10	164,196 39	169,851 71
1863-'64	451,223 36	218,539 13	232,684 23
1864-'65	559,127 68	312,407 28	246,720 40

The receipts from all sources during the year, including \$28,652 59 from previous year, were \$585,388 23; and the expenditures, \$537,979 38

—leaving a balance in cash on hand August 31, 1865, of \$47,408 85. The expenditures embrace:

Construction	\$17,187 23
New freight cars	27,552 29
Increase of fuel and supplies	14,496 59
Materials for renewal of White River Bridge	12,810 60
Rebuilding two bridges burned	21,840 12
Interest—balance of account	93,592 26
Taxes	21,619 84
Land purchased for wood	1,246 35
Balance floating debt	10,000 00
Open accounts—current business	5,276 82
Transportation expenses, as above	312,407 28

Total \$537,979 38

INCOME ACCOUNT.

Balance September 1, 1864	\$229,121 59
Earnings, as above	559,127 68
	<hr/>
	\$788,249 27
Operating expenses	\$312,407 28
Rebuilding two bridges burned	21,840 12
Interest—balance of account	93,592 26
Taxes	21,619 84
Balance August 31, 1865	338,789 77

\$788,249 27

Of this balance there has been expended for construction and equipment, (being the excess in cost of those items over amount of capital stock and bonds) \$226,690 20; and for supplies and materials on hand, \$47,676 94—leaving available for future expenditures in cash and accounts receivable (less accounts payable \$4,562 56), \$68,985 19. The report says:

The year has brought this corporation nearer to a state of actual prosperity than it has heretofore approached, but still leaves it as it found it, a non-dividend paying road.

The gross, as well as the net, earnings of the Road, are both increased over those of the previous year, but the available surplus, after payment of running expenses, ordinary and extraordinary repairs, bond interest, and taxes, has not been sufficiently large to warrant much progress in completing the construction and equipment of the line at present in operation.

It is impossible to complete and equip the line now in operation by any attempted increase of funded debt, upon that line, or from any other source than current earnings; and current earnings is the source, as our accounts will show, by which this completion and equipment have, for years past, been and still are carried on.

A railroad, tolerably complete and tolerably well equipped, and showing a respectable annual surplus after paying working expenses, and all necessary renewals of track, structure and equipment and laying by a proper sinking fund for the redemption of its funded debt, usually has credit enough to raise money for needed improvements of its property, or increased facilities, by the sale of its stock or bonds.

This, however, is a condition that this road has never yet been in. Nevertheless, if the progressive earnings of the past four years of war, and the preceding three years of peace, may be taken as any safe criterion by which to gauge our expectations of the future, we may well hope that at no very distant day, if rival lines shall not weaken our position, that we shall possess a valuable property in the capital stock of this company.

The last of the floating debt being ten thousand dollars cash borrowed, as shown in our last annual report, was paid early in the year, leaving the company now free from floating debt.

The bonded debt of the company is one million two hundred and forty thousand dollars, to which must be added one hundred thousand dollars preferred stock, all bearing an interest of seven percent per annum.

Of this bonded debt one million and ninety thousand dollars falls due in 1869, having less

than four years to run, when arrangements must be made for its payment or extension. The other one hundred and fifty thousand dollars of bonds, being those on the Rockville extension, fall due in 1881.

Except as to our rails, which are generally somewhat the worse for wear, our property is well maintained and in fair order, and during the year we have added improvements to various parts of the line.

Having come into possession of shops and machinery affording facilities for the purpose, we have, during the year spent more than half as much money in the repair and renewal of our engines, as we had expended for this purpose in the five preceding years, and that not before the expenditure had become imperatively necessary.

We have also during the year greatly improved the condition and efficiency of our freight cars, by substituting new box and covered stock cars for old ones worn out, and also made an increase in the total number, equal to, say twenty cars.

Our expenses, in every department, have greatly exceeded those of the preceding year, chiefly owing to the high price of labor and material, which has ranged very materially above the average of rates during the previous year.

There has been a great increase in the cost of maintenance of Way, resulting in part from the foregoing cause, but also in part from the increased number of trains for the past eighteen months, and from a great increase in the number of new rails purchased and laid down.

In addition to this unusual increase of ordinary expenses, we have been put to an extraordinary expense of upwards of \$20,000, by the burning of two bridges by incendiaries, on the Rockville Extension of the road, during the last winter and spring, and by repeated injury to, and destruction, by unusual floods, of temporary bridges erected in their places for the passage of our trains whilst permanent structures were being built.

These new permanent bridges are now about complete, except enclosing, which will be done before winter sets in.

In February last a contract was made for rebuilding the superstructure, including a draw to pass boats, and three stone piers, of the White River Bridge, at fixed rates for each kind of work, which will amount in the aggregate to about \$50,000.

This work was, by the contract, to be finished by the 1st day of December next, but in consequence of the wetness of the whole season, which delayed the timber in the woods and the stone at the quarry, and the mechanics in the yard, and has kept the stream vacillating between a point above low-water mark and flood height up to this day, the work has been greatly retarded, and has now, with nearly all the materials prepared on the ground, but none yet on the bridge, to be abandoned until next summer. Meantime, the company will be put to extraordinary expense to make the old bridge safe beyond question till substituted by the new one.

To enable us to do the same amount of business for another year with promptness and safety, we need two additional locomotives, one of which, at least, should be purchased or ordered without delay.

It is estimated that at least five miles of new and re-rolled rails will be required for the main track, besides a small addition to sidings, during the coming year.

It is believed to be the true policy of this company to complete its road, at the earliest practicable day, to a Northern Railroad connection. Whether that connection should be made at Crawfordsville, at Attica, or at some point on the Toledo, Wabash and Western Railroad west of Attica, is a matter yet to be determined upon.

Frequent communications are received from the communities on the proposed lines of extension, tendering liberal local subscriptions, and repeated negotiations have been broached between this company and the Toledo, Wabash and Western Railroad Co., but as yet no feasible project for furnishing the ways and means has been de-

vised, and the enterprise awaits the means for its prosecution.

The company own 14 locomotives; 10 passenger, 4 baggage, 85 box freight, 14 stock, 12 coal, 30 platform, 8 construction, 24 hand, 7 push, and 3 caboose cars. The aggregate mileage of trains for the year was 246,145. Number of passengers carried, 180,067; do., troops, do., 13,267. Tons of freight transported, 99,986.

GENERAL BALANCE SHEET Aug. 31, 1865.

Construction of road	\$2,312,344	43
Equipment	288,255	30
Real estate	8,424	94
Fuel on hand	15,682	50
Materials in shops	19,188	83
" for renewal of White River Bridge	12,810	60
Cash	47,408	85
Bills receivable	161	06
Due from post office department	1,633	62
Military accounts	19,781	66
District Fair ground stock	500	00
	\$2,726,186	81
Capital stock	\$992,875	14
Fractional stock	9,280	61
Stock dividend of 1854 unclaimed	7,957	64
" 1856 "	32,712	09
Preferred stock	100,000	00
Seven per cent bonds, due 1869	1,090,000	00
" " " 1881	150,000	00
Open accounts	4,562	56
Balance of increase account	338,789	77
	\$2,726,186	81

President and Sup't.—JOHN INGLE, JR.

Directors.—John Ingle, Jr., Samuel Orr, J. S. Hopkins, H. K. Wheeler, L. S. French, Wm. Burtch, Joshua Alsop, H. R. Wilson, Chauncey Rose, Jas. H. Turner, G. K. Steele, I. J. Silliman and J. W. Maddox.

Secretary and Treasurer.—J. E. MARTIN.

The Interests of Commerce.

We notice that public attention is turning very rapidly to the consideration of our commercial interests. The Pittsburg *Chronicle*, which we might suppose to be mainly in Western interests, takes a broad view of the subject, and in a late perspicuously written article, says openly of our foreign commerce, especially that with the South American States; "we need broader views and greater energy in this department than we have."

We agree with the *Chronicle* in this. We want much larger views in regard to our trade with other nations than have prevailed for some time past. We have as much skill, as much enterprise, more energy than almost any modern nation; and until recently were successful competitors for the trade of the world. But at present, we are falling behind hand rapidly. We have very expensive foreign diplomatic relations which cost us enormous sums annually, and send large fleets to foreign ports while our trade is steadily declining. Thus with Holland our total exchanges in 1861, the latest returns to which we have access, that is to say our exports and imports, were but of the value of \$6,530,000; with Spain, \$5,100,000; Portugal, \$460,000; Austria, \$800,000; Colombia, \$6,000,000; not half that enjoyed by England; Venezuela, \$4,000,000; Buenos Ayres, \$4,300,000; Hamburg, \$11,000,000; Pacific, \$2,000,000; Prussia, \$42,000; Denmark, \$16,000; and so on with various other countries. And yet we retain ministers and consuls there at a vast expense, and our trade is scarcely worth noticing. With British

North America our present trade is \$45,800,000 and we are at scarcely any expense of this kind at all. Surely something ought to be done to change this aspect of our affairs. With regard to South America, we are their nearest neighbors and the most natural friends; and yet with them we are doing little or no business. The truth is, our government has for many years past been so absorbed with local and interior politics that it has neglected our foreign interests. The management of parties at home has occupied too much of our attention; we are working along under obsolete treaties and conventions, neglecting our foreign mails, and leaving our merchants and shippers to grope along in the dark, or to run foul of regulations and restrictions which almost amount to non-intercourse. On the other hand, the British Government, with an eye that never sleeps, and patience that never tires, is continually exploring every distant shore, and conciliating every interest, however remote, by which trade may be secured. Looking with complacency on all the difficulties of other nations, in fact rather pleased with them than otherwise, it is ever ready to send its ships and mariners to any port, open or blockaded, it makes no difference, where its industry and manufactures may secure an outlet and a profit. Thus it supports its great artificial fabric, keeps its much taxed and hard working people in good heart, piles up its wealth in ingots and influences the world. Here with vastly more area of production, natural advantages, and homogeneity of purpose we remain in the second or third rank of commercial nations, and leave the great oceans which lave our East and West coasts, to the almost exclusive enjoyment of British ships.

It is time that we were awakened to a sense of our position, and entered on a new career of trade. We should at once re-examine and modify our commercial treaties and conventions, and insist upon greater reciprocity than we now enjoy. The departments of State and the Treasury could not better employ themselves than in attending to this matter. There is no country in the world so well adapted to the construction and employment of ships as our own. No better timber or iron, no more valuable than ours, invite exertion in this direction or can anywhere be found.

In no more convenient and popular form can the revenues of the country be reinforced than by the aid of commerce. On these we desire to fall back as in past days for our Governmental expenditures, and to lessen the load of direct taxation. It is of small advantage for us to get rich out of each other by speculations, high prices, monopolies and combinations, we want to accumulate means by an open and manly contest with the people of other countries, and to deal in the standard values of the world. Profits made in paper, out of each other, are fallacious, ephemeral, and unsound. It is by commercial exchanges on a liberal scale that we should touch substantial advantages and secure a solid basis. The Pittsburg *Chronicle*, alluding to the conduct of England, says "her deficiencies are made good by energy," with a greater debt, no greater population, less territory and fewer advantages than we have. "She extends her commerce in every direction, and therein gives support to her manufacturers, interest to her capital and enables her debt to be borne with less trouble by her people. The same

opportunities for similar conduct, with equal or greater returns, and less outlay, are at our doors."

Who then shall take the initiative in this neglected field. Where are the statesmen and legislators who will turn their attention to it, forgetting for a time the small political interests which are now continually thrown upon the notice of the people, in place of those of larger force. Do we appeal in vain to the sense, the experience, the ambition and the energy of our countrymen, when we call on them to pay some attention to the neglected interests of commerce? To come back to a practical view of the subject, we may say, that we pay to our ministers alone \$270,000 and upwards annually for their services; about \$70,000 to commissioners and secretaries of Legation, and a still larger sum to more than 200 consuls. All this expensive machinery exists, and apparently without much benefit to the country at large; and much of the expenditure occurs in places where our trade is scarcely perceptible. This is a startling view of the subject; and it is high time that we looked it fairly in the face. The idea that there should be this continuance of the theory of commercial relations, and diplomatic intercourse for their maintenance, without producing any very decided commercial result, is one which should be corrected at once.

Dry Goods Trade.

The following comparison shows the imports of the several classes of dry goods at this port for the year:

	1864.	1865.
Manufs. of wool	\$31,411,965	\$36,074,585
Manufs. of cotton	8,405,246	15,350,064
Manufs. of silk	16,194,080	20,556,261
Manufs. of flax	11,621,831	15,402,602
Miscell's dry goods	8,956,630	4,581,626
Total imports....	<u>\$74,589,752</u>	<u>\$91,965,138</u>

New Route to Montreal.

The New York *Times* says that plans are being laid for "a new railroad line from New York to Montreal. By building a branch road, of eight miles, from the Housatonic Railroad at Kent, Conn., to the Harlem Railroad at Dover Plains, N. Y., a continuous line from New York to Montreal will be secured, with the exception of a short distance between Hoosick, N. Y., and the Western Vermont Railroad. The proposed route is as follows: From New York to Dover Plains on the Harlem road, thence to Kent by the new branch, from Kent to Pittsfield on the Housatonic Road, from Pittsfield to Adams on the North Adams Railroad, from Adams to Hoosick on the Troy and Greenfield Road, then intersect with the Western Vermont Road, and then on to Rutland, Burlington and Montreal. The cost of the branch from Kent to Dover Plains is estimated at \$400,000, and the money is promised immediately for both the links which are needed to complete the line. While these are being built, the cars will run over the Western Railroad from Pittsfield to Chatham, and thence on the Harlem Road to New York. The latter arrangement will be entered upon in a few weeks."

The application lists for the issue of £2,771,600 Atlantic and Great Western Railway Consolidated Sterling Mortgage Bonds were closed in London on the 13th ult. The applications, which were very numerous, are for more than the total amount required.

Journal of Railroad Law.

DELAY IN CARRIAGE OF PASSENGER.—RECOVERING OF EXPENSES DURING DETENTION ON THE ROUTE.

The case of *Williams vs. Cornelius Vanderbilt*, lately decided in the court of Appeals of this State, presents some interesting features.

The action was brought to recover damages for the failure of the defendant to carry the plaintiff from New York City to San Francisco, *via* Lake Nicaragua. Three claims in the complaint charged the defendant with neglect of duty as a common carrier in not transporting the plaintiff. The fourth and fifth claims charged the defendant with fraud in not transporting the plaintiff.

The action was tried at the Cayuga Circuit, in October 1855. One D. B. Allen acted as agent of the defendant, at the City of New York. He delivered tickets to the plaintiff, about the 1st of March, 1852, for transportation to San Francisco. One entitled him to a passage to Greytown at the mouth of the Nicaragua river, in the ship Prometheus, which was to sail on the 5th of that month; another entitled him to a passage up the Nicaragua river, through Nicaragua lake and thence by land to San Juan del Sur on the Pacific Ocean; the other entitled him to a passage from the latter place to San Francisco, on the steamer North America, which was advertised to leave San Juan del Sur about fifteen days after the plaintiff would arrive there, according to the usual course of conveyances. The defendant owned the ship Prometheus, and was one of the owners of the North America. The Accessory Transit Company issued the ticket which entitled the plaintiff to a passage up the Nicaragua river and through lake Nicaragua. The plaintiff left New York in the Prometheus on the 5th March, 1852, and arrived at Greytown on the 15th of that month, where he was detained eleven days. He then started for San Juan del Sur, on steamers of the Accessory Transit Company. He arrived at a place on the way called San Carlos, on the 31st of March, 1852, where he was taken sick; and he there received news that the North America was lost or wrecked about the 27th of the previous month; which fact was not known to the defendant at the time of making the contract, nor until about the 20th day of April 1852. The plaintiff arrived at San Juan del Sur on the 4th day of April, where he remained until the 9th day of May 1852, endeavoring, but unsuccessfully, to procure a passage to San Francisco. He then returned to New York. He remained sick from the time he was taken at San Carlos until long after his return home with a fever peculiar to the climate of Nicaragua. The defendant appealed to General Term, when the following opinion was delivered by

BALCOM, J.—This court decided, in *Quimby vs. Vanderbilt*, (17, N. Y. Rep. 306,) that a part owner of one of several lines for the transportation of passengers, running in connection over different portions of a route of travel, may contract as principal for the conveyance of a passenger over the whole route; and that such contract may be established by the circumstances, notwithstanding the passenger receives tickets for the different lines signed by their separate agents. Also, that passage tickets are generally to be regarded as tokens rather than contracts, and are not within the rules, excluding parol evidence to vary a

written agreement. That decision shows, that the judge properly refused in this case to non-suit the plaintiff, and that he did not err in submitting the question to the Jury, whether the defendant was not a common carrier of passengers from New York to San Francisco by way of Nicaragua, and did not contract, as such, to carry the plaintiff the entire route for the \$250, which the defendants agent received of him.

The evidence that representations were made to the plaintiff, when he made the contract for his passage as to the healthfulness of the climate on the isthmus, and to show that such representations were false, was given before the Judge decided that the plaintiff could not recover for fraud, under the fourth and fifth claim in his complaint; and when he so decided and charged the jury that the plaintiff could only recover for such sickness as was caused by the defendants neglect or breach of duty, the question of fraud was out of the case. The defendant therefore, was not prejudiced by the evidence that such false representations were made to the plaintiff.

It was entirely proper for the judge to receive evidence as to how much the plaintiff was exposed to the sun and rains while crossing the isthmus, and to show that the climate there was bad and unhealthy, so that the jury could determine whether the plaintiff's sickness was caused by the defendant's negligence or breach of duty.

The appellant's counsel contends that the contract proved, did not absolutely bind the defendant to carry the plaintiff from San Juan del Sur to San Francisco, but only required him to furnish the plaintiff a passage upon the North America; and that the loss or wrecking of that vessel excused the defendant carrying the plaintiff beyond San Juan del Sur. I cannot agree to this proposition. In the first place the jury must have found that the defendant was a common carrier of passengers from New York to San Francisco, and contracted as such to transport the plaintiff from the former to the latter place, or they could not have rendered a verdict for the charge, in favor of the plaintiff. In the next place, if the loss or wrecking of the North America was the act of God, it was the duty of the defendant to exercise diligence in providing another vessel for the carriage of the plaintiff. He was bound to use all the means, in endeavoring to supply another vessel, which a diligent, careful man exercises in regard to his own affairs. He could not heedlessly leave the plaintiff upon the isthmus to die, or work his way to San Francisco, or back to New York as he best could.

The main thing the defendant agreed to do was to carry the plaintiff from New York to San Francisco. His promise to carry him in a particular vessel from San Juan del Sur, to the latter place, was a minor part of the contract; though if such vessel had not been lost, he would have been obliged to carry the plaintiff in it.

I have asserted the doctrine that the loss of the North America did not wholly absolve the defendant from all duty under the contract. The true rule touching this question is laid down by Professor Parsons. He says "The non-performance of a contract is not excused by the act of God where it may be substantially carried into effect, although the act of God makes a literal and precise performance of it impossible." (2 Parsons on

Cont. 3d ed. 185; see also *White vs. Mann*, 26 Maine Rep. 361.)

The defendant notwithstanding the loss of the North America, could have substantially carried the contract into effect to transport the plaintiff to San Francisco, if he had exercised proper diligence, according to the verdict of the jury. For, according to the verdict, he could, by the exercise of due diligence, have procured another vessel and taken him to San Francisco; and that would have been a substantial performance by the defendant of the contract to carry the plaintiff in the North America from San Juan del Sur to San Francisco. The correctness of those views is so clear to my mind that I must reject as unsound whatever there is to the contrary in *Briggs vs. Vanderbilt*, (19 Barb. 222,) and *Bonsteel vs. the same*, (21 id. 26.)

The remarks of the judge, which authorized the jury to award damages to the plaintiff for derangement of his plans by reason of a violation by the defendant of an arrangement which he made and which he assumed when he received the plaintiff on board his vessel," were somewhat obscure. They were interpreted by the Supreme Court to mean that the jury might award damages to the plaintiff for breaking up his journey, rendering it necessary for him to return. But this court cannot determine whether those remarks were right or wrong, because no exception was taken to them by the defendant's counsel.

The time the plaintiff lost by reason of his detention on the isthmus, his expenses there, and of his return to New York, the time he lost by reason of his sickness; after he returned home, and the expense of such sickness; so far as the same were occasioned by the defendant's negligence or breach of duty; were legitimate and legal damages, which the plaintiff was entitled to recover.

He could not procure a passage from San Juan del Sur to San Francisco, and therefore had the right to return to New York and his home. If one of the plaintiff's limbs had been broken, through the carelessness of the agents or servants of the defendant, it is settled that he could have recovered the expenses of the sickness occasioned thereby and for the consequent loss of time; and also compensation for the bodily pain and suffering caused by such breaking of his limb (15 N. Y. Rep. 415; 18 id. 534).

The principle on which a recovery, in such a case, is allowed for bodily pain or suffering, loss of time and expenses, sustains the recovery, in this case, for the plaintiff's loss of health and loss of time, and his expenses during his sickness. And that the plaintiff could recover back the \$250 he paid to be carried from New York to San Francisco, and his expenses while necessarily detained upon the isthmus, and the expenses of his journey from there back to New York, admits of no doubt, if the defendant, by the exercise of proper diligence, could have carried him to San Juan del Sur; or if his long detention on the isthmus and subsequent return to New York were justly imputable to the defendants neglect of duty to him. But I will not discuss these questions further.

My conclusion is that no error was committed on the trial; and that the judgment of the Supreme Court should be affirmed with costs. Judgment affirmed.

NEGLIGENCE, VIOLATION OF REGULATIONS BY A PASSENGER.

The case of *McAuliffe vs. The Eighth Avenue Railroad Company*, decided in the Court of Common Pleas of this City, in November last, is interesting as holding that it is not negligence on the part of a passenger to violate a rule or regulation of the company, of which he had no notice, but to which he conformed as soon as he had notice thereof. It was also decided that in an action against the company for negligence, the burden of proof is on the defendant to show that its rules were infringed, after having been brought to the notice of the plaintiff.

The opinion of the Court was delivered by

DALY, F. J.—The plaintiff testified that the car was full of people, and that there was no room for him in it; that he saw a man sitting on the box beside the driver, and that he the plaintiff, with the driver's assent got up upon the box. That while he was seated on the right hand side of the driver, the starter of the defendants told him that he was not allowed to ride there, and directed him to get down; that, in obedience to the order, he wanted to get down on the left hand side but the driver would not let him, but directed him to get down on the other side, next to the Sixth Avenue Railroad track; that he commenced to get down while the defendants' car was standing still, and was obliged to do so with his face turned inward, and that while he was in the act of getting down the driver started the horses and the car, and carried him against a car of the Sixth Avenue Railroad, which was then in the act of swinging around, by which he was almost killed, his head being split open and one of the ears severed from the head.

The starter testified that, as he went up to start the car, he saw two men on one side of the driver and the plaintiff in the act of getting up. That he ordered them all to get down. That the two men got down; that the plaintiff was standing on the edge of the car, holding on as if attempting to get up, when the Sixth Avenue car swung around and struck him on the side of the head, when he fell, was taken up and carried away, when he, the starter ordered the driver to start the car, which was not in motion when the plaintiff was struck, and that the car did not start until after the plaintiff was carried away; that he was positive that the defendants' car was standing still when the plaintiff was injured; the driver of the Eighth Avenue car testified that he saw the accident; that he saw the driver "motion" to the plaintiff to get down as he was getting up, and that he (the plaintiff,) did not hear what the driver said; that the two men on the opposite side commenced getting down while the plaintiff was getting up; that the plaintiff did not get down until the Sixth Avenue car swung around and knocked him down, and that the defendants car was not in motion at the time when the accident occurred; the defendants testified that it was against the rule of the company for any person to ride with the driver. A juror asked him if the defendants had any signs up forbidding persons to get up behind the driver, and he said that they had not.

The jury found for the plaintiff, and upon the complaint in the testimony we must assume that they found the facts to be as detailed by the

plaintiff and the witnesses House and Chamberlain. Their statement shows that there was no negligence on the part of the plaintiff, and that the accident happened wholly through the negligence of the defendants' agent. It did not appear that the plaintiff knew that it was against the rules of the company for any person to ride upon the box with the driver. He had a right to infer the contrary, as he saw a person sitting next to the driver, and he the plaintiff, was allowed to get up, as he testified, and as the jury may have believed, for that was one of the facts in conflict with the driver's assent. When informed by the starter that he was not allowed to ride there, he at once complied with the order to come down, and that he was unable to do so with safety was attributable wholly to that act of defendants' agent and not to any negligence on his part.

Before the Judge charged the jury the defendants requested him to charge four propositions. The third and fourth of those propositions were that the plaintiff's attempt to get upon the seat of the car with the driver was such an act as would preclude him from recovering, and that he could not recover without proving that he did not know the rules of the company. The judge did not charge either of those propositions, and in my judgment he was right in refusing to do so. The other propositions, were as follows: First. If the defendants' car was on the track stationary at the time of the collision and the plaintiff was attempting to get on the car against the rules of the company; or Second. If the accident was occasioned by the Sixth Avenue car while the defendants' car was stationary on the track, that the plaintiff could not recover.

It did not appear as I have already said, that the plaintiff knew that it was against the rules of the company to ride on the box by the driver. There was therefore nothing in the evidence to support the first proposition, and as respects the second, though not charged in the form in which it was submitted, it was substantially included; and the defendants had the benefit of it in the charge which the Judge made. He told the jury that the plaintiff could not recover except upon the truth of his allegation that he was ordered down from the top of the car, and was not given the opportunity to do so safely, but compelled to descend in the manner and under the circumstances detailed by him. This was in effect telling the jury that if the defendants' car was stationary when the accident occurred, the plaintiff could not recover. The defendants exception was a general one to the judges refusal to charge as requested. It extended to the three propositions which were not charged, but being general, it does not necessarily follow, that it meant to assume that the second proposition was not substantially or sufficiently charged, and that an exception was to be taken upon the ground that the Judge had deprived the defendants of the benefit of that proposition, if the jury had been of the opinion that the facts were as stated, by the defendants' witnesses. We would not be justified, therefore, in granting a new trial upon that ground.

☞ The Oil City and Pithole Railroad will be finished to Oil City by the first of February. Thos. B. Porteus, Esq., has been elected President of the company.

"Railroad Interest and Taxation."

EDITOR OF THE RAILROAD JOURNAL:

Dear Sir—In number 49 of your JOURNAL, December 9th, 1865, I notice a communication under the above caption, which seems to require some explanation.

The subject is one of great interest to all, and is suggestive of many important considerations, which need to be made clearly apparent by your correspondent. Allow me to ask the following questions:

1st. In what respect railroads are not *protected* by the *tariff*?

2d. What class of men would your correspondent send to Washington, to correct the errors of the existing tariff, when it shall come up for revision?

3d. What are the irregularities of the tariff as now enforced, and which are the "several classes" affected by them?

4th. What does he mean by the present tariff encouraging the use of *inferior* material by railway companies?

5th. What are the "peculiar features" in the case which remove it beyond the ordinary arguments of Protection and Free Trade?

6th. Wherein lies the connection between these "tariff irregularities," and their influence upon the "great branches of industry?"

It can be easily understood why this question should be made one of *public* rather than of private interest, though I do not see how it can be so legislated on, in view of the constitutional organization of all railway companies in the Union. Special legislation is necessary to meet the case, and yet on what grounds can such legislation be undertaken without infringing upon the spirit of our institutions?

Yours very respectfully,

LEX.

NEW YORK, December 30, 1865.

☞ The following railroad corporations have been recently organized in this State, and their articles of association filed in the office of the Secretary of State: The Buffalo and Allegheny railroad company consolidated with the Buffalo and Washington Railway Company, under the last named title. The articles of consolidation were filed in the office of the Secretary of State on the 11th inst. The articles of association of the Dunkirk and Fredonia Railroad Company were filed on the 14th inst. The road is to run from the Erie Railroad depot at Dunkirk, to the village of Fredonia, Chautauqua County. The articles of association of the Ithaca and Towanda Railroad Company were filed on the 22d inst. The route proposed is from the navigable waters of the Cayuga Lake, at Ithaca, through the Counties of Tompkins, Chemung and Tioga, to the Pennsylvania State line, near the village of Waverly, a distance of 35 miles. The capital of the company is fixed at \$2,000,000.

☞ The Albany Argus says that the projects of enlarging the Erie Canal through its entire length, and of constructing a ship canal around Niagara Falls, and the enlargement of the canals Eastward, will be brought before the next Legislature.

☞ The Oswego and Rome Railroad is completed, and passenger and freight trains commenced running on the 1st inst.

MINING STOCKS--GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.				COPPER STOCKS.				IRON, COAL, ETC., STOCKS.				GOLD, SILVER, ETC., STOCKS.			
COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.
COPPER:				COPPER:				IRON:				GOLD, SILVER, AND QUICKSILVER:			
Acton	Ca. 200,000	5	10c	Jefferson	L. S.	20,000	---	Copake	N. Y.	50,000	50	Atena (G.)	Col. 50,000	10	---
Acton Vale	Ca. 50,000	5	5c	Keweenaw	"	20,000	---	East River	"	6,000	50	Acadia (G.)	N. S. 100,000	8	---
Adventure	L. S. 20,000	---	20	Kickapoo	"	20,000	1	Harewood	Col. 10,000	100	118	Albion (G.)	" 100,000	3	---
Albany and Boston	" 20,000	2	25c	King Phillip	"	20,000	2	Kahatadin	Me. 3,000	100	Alpine (G.)	Col. 150,000	10	---	
Algoma	" 20,000	2	25c	Knowlton	"	20,000	1	Lake Superior	L. S. 20,000	25	Alps (G.)	" 100,000	5	---	
Alliance	Ca. 200,000	2½	---	Lafayette	Ca.	200,000	1	Massachusetts	25,000	1	American	" 200,000	2	---	
Allouez	L. S. 20,000	1	14	Lake	"	200,000	1	Mount Pleasant	Pa. 10,000	50	Am. & Mex. (S.)	N. M. 2	2	---	
American	Ca. 200,000	2½	25	Lawrence	L. S.	100,000	5	Teal Lake	L. S. 2	2	Am. Pioneer	A. T. 2	2	---	
Amygdaloid	L. S. 20,000	2	25	Lenoxville	Ca.	100,000	5	Tyson	20,000	10	Arizona (Silver)	" 8	2	---	
Anapolis	Md. 50,000	10	---	Logan	"	100,000	3	LEAD AND ZINC:			Atlantic (G.)	N. S. 100,000	2	---	
Arizona	Ariz. T. 10,000	100	---	Lyster	"	200,000	2	Amenia	N. Y. 100,000	5	At. & Pac. (G. & S.)	Ne. 50,000	10	---	
Ascot	Ca. 20,000	20	---	Madison	L. S.	20,000	1	Bucks County	Pa. 20,000	5	Bay State (G.)	Col. 200,000	5	---	
Astor	L. S. 20,000	1	64	Malden	"	20,000	1	Canada	Ca. 50,000	5	Beacon (G.)	N. S. 200,000	2	---	
Atlas	" 20,000	1	24	Mandan	"	20,000	2	Clute	"	14	Benton (G.)	Col. 100,000	5	---	
Aztec	" 20,000	1	3	Manhattan	"	20,000	2	Crystal Lake	"	4	Black Hawk (G.)	" 50,000	100	---	
Balt. and N. C.	N. C. 2,000	5	35c	Marquette	"	20,000	1	Erie	Boston (G.)	10,000	50	Boston (G.)	" 10,000	50	106
Bare Hill	" "	155c	---	Maryland	Md.	5	30c	Gay's River	100,000	2	Briggs (G.)	" 10,000	100	---	
Bay State	L. S. 20,000	3½	11	Mass	L. S.	20,000	---	Hampton	100,000	5	Bullion (G.)	" 200,000	25	---	
Beaver	" 20,000	1	50c	Massachusetts	"	20,000	4	Keystone	Pa. 14	14	Burroughs (G.)	" 100,000	10	---	
Bedford	Ca. 125,000	5	10c	Mendota	"	20,000	4	Lancaster	"	4	Canadian (G.)	Ca. 200,000	2	500	
Black River	" 200,000	2½	---	Merrimac	"	20,000	4	Macomb	N. Y. 100,000	5	Central (G.)	Col. 50,000	20	174	
Bohemian	L. S. 20,000	12	12	Meteor	"	20,000	4	Mineral Point	" 100,000	5	Chaudiere (G.)	Ca. 100,000	5	906	
Bolton	Ca. 20,000	5	7½	Mearns	"	20,000	5½	Mount Hope	N. Y. 80,000	5	Chebucto	N. S. 100,000	5	656	
Boston	L. S. 20,000	5*	75c	Michigan	"	20,000	5	National	200,000	1	Colonial (G.)	Ca. 100,000	24	256	
B. and Corinth	Vt. 20,000	10	---	Middlesex	"	20,000	6	New Jersey	N. J. 12,000	100	Colorado (G.)	Col. 50,000	10	34	
Brooklyn	L. S. 20,000	2	---	Minnesota	L. S.	20,000	3½	New York	N. Y. & Boston, N. Y. 100,000	5	Consol. Gregy (G.)	Col. 50,000	100	91	
Brome	Ca. 100,000	5	2	Missaquol	Ca.	150,000	2	Oswegatchie	Ca. 100,000	5	Copalinskie (G.)	" 200,000	20	---	
Cabot	L. S. 20,000	6	---	Montezuma	N. Mex.	300,000	5	Placentia Bay	N. F. 20,000	25	Corisanne (G.)	" 100,000	10	6	
Caledonia	" 20,000	5	20c	Morrison	L. S.	20,000	5	Ramsay	Ca. 20,000	25	Corydon (G.)	" 100,000	25	1	
Cambridge	" 20,000	5	85c	Nashua	"	20,000	5	Rossie	100,000	5	Dash & Bushnell (G.)	C. 300,000	10	---	
Canada	Vt. 100,000	4	90c	Nauvoo	"	20,000	5½	Shawangunk	N. Y. 100,000	5	Denver (G.)	Ca. 50,000	20	124	
Carp Lake	L. S. 20,000	14	---	Native	"	20,000	3	Sussex	N. J. 50c	5	Dorset (G.)	" 170,000	5	40c	
Cascade	" 20,000	40	---	Naumkeag	"	20,000	2	Union	100,000	5	El Dorado (G.)	Nev. 100,000	5	57c	
Central	" 20,000	5	---	Nelson	Ca.	200,000	1	Wallkill	N. Y. 10c	2	Empire (S.)	"	25c	---	
Champlain	Ca. 200,000	14	15c	Nequaket	L. S.	20,000	1	COAL & ANTHRACITE:			Empress (S.)	"	---	---	
Chatham	" 200,000	2	50c	Nevada (Silver)	"	20,000	1	American	Pn. 37,500	25	Eureka (G.)	Cal. 30,000	10	10	
Chaudiere	" 100,000	1	50c	New England	"	20,000	2	Ashburton	Col. 50,000	50	Excelsior (G.)	Col. 100,000	2	14	
Chester	" 200,000	1	12c	Newton	Ca.	200,000	1	Baltimore	" 100	2	Garrison's (G.)	Col. 100,000	5	---	
Cheticamp	" 30,000	5	---	New York	L. S.	20,000	1	Bear Valley	40,000	124	Garrison River (G.)	Ca. 100,000	5	1	
Chippewa	L. S. 20,000	5	---	North Cliff	L. S.	20,000	5	Beaver Meadow	Pa. 100,000	50	Gilpin (G.)	Col. 100,000	5	14	
Cleveland	C. 100,000	5	---	North Silver Lake	"	20,000	4	Belmont	10,000	50	Gold Field	" 50,000	10	38	
Cliff	L. S. 20,000	1	---	North State	"	20,000	3	Big Mountain	Pa. 8,000	25	Gold Hill	" 50,000	10	32	
Clifton	" 20,000	1	---	North Sutton	Ca.	100,000	5	Blackhall	N. S. 8,000	25	Gold River	" 100,000	3	---	
Collin	" 20,000	4½	10c	North Western	L. S.	20,000	5	Boston & Pictou	100,000	5	Gould & Curry (G. S.)	"	---	---	
Columbian	" 20,000	5	5c	Norwich	"	20,000	5	Bridgeport	Pa. 30,000	10	Gunnell (G.)	Col. 300,000	10	11	
Consolidated	" 20,000	5	28	Ogima	"	20,000	5	Broad Mountain	Pa. 30,000	10	Halifax (G.)	N. S. 200,000	2	506	
Copper Falls	" 20,000	2½	---	Ottonagon	"	20,000	5	Butler	10,000	50	Harmon (G. & S.)	Nev. 150,000	2	---	
Copper Harbor	" 20,000	1	---	Ottawa	Ca.	200,000	1	Cape Briton	N. S. 200,000	24	Holman (G.)	Col. 80,000	25	10	
Copper Hill	" 20,000	1	130c	Pacific	L. S.	20,000	5	Carbondale	Pa. 4,000	50	Hope (G.)	" 80,000	25	656	
Copperas Hill	Vt. 50,000	10	---	Pennsylvania	"	20,000	25	Central	4,000	50	Isaac's Harbor (G.)	N. S. 100,000	5	1	
Cornwall	Vt. 100,000	2	25c	Peterick	"	20,000	2	Coast Brook	4,000	50	Isabel (G.)	Col. 100,000	5	55	
Dacotah	L. S. 20,000	5	6	Pewabic	"	20,000	3	Continental	10,000	50	Jenner (G.)	Ca. 100,000	5	73c	
Dana	" 20,000	3½	150c	Phila. & Boston	"	20,000	15	Cumberland (pref.)	Md. 50,000	100	Kennebeek (G.)	Col. 100,000	5	44	
Deep River	N. C. 5	10	---	Phoenix	"	20,000	5	Daniel Webster	5,000	100	Kent (G.)	N. S. 200,000	1	44	
Delaware	L. S. 20,000	10	12c	Pittsburg & Boston	"	20,000	5	Everhart	20,000	25	Lake (G.)	Col. 100,000	5	1	
Derby	" 20,000	1	---	Pontiac	"	20,000	3	Franklin	5,000	100	Lake Major	N. S. 12,000	50	50	
Devon	" 20,000	1	7	Prince of Wales	Ca.	200,000	5	Fulton	5,000	100	Liberated (G. & S.)	Col. 100,000	5	14	
Dorchester	" 20,000	6	---	Providence	L. S.	20,000	5	Gilbertson	5,000	100	Manhattan (G.)	Col. 100,000	10	84	
Douglas	" 20,000	3½	10c	Quincy	"	20,000	10	George's Creek	Pa. 4,000	100	Mariposa (G.)	Cal. 100,000	100	144	
Dover	Ca. 100,000	1	75c	Reid Hill	Ca.	200,000	1	Grand Tunnel	10,000	100	Massachusetts (G.)	Ca. 500,000	5	50	
Dudley	L. S. 20,000	5	5c	Reliance	L. S.	20,000	5	Green Mountain	Pa. 4,000	100	Max. Pac. (G. & S.)	Col. 100,000	100	106	
Dunham	Ca. 200,000	2	25c	Richford	"	60,000	5	Hazleton	32,300	50	Montague (G.)	N. S. 50,000	10	4	
Durham	" 200,000	5	25c	Ridge	L. S.	20,000	5	Hazleton & Bait.	Md. 57	57c	Montana (G.)	Col. 100,000	5	11	
Eagle River	L. S. 20,000	3½	24	Rockland	"	20,000	5	Henry Clay	3,000	100	Montezuma (G. & S.)	N. S. 100,000	5	11	
El Dorado (Silver)	" 20,000	20	4	Roscoe	Ca.	200,000	1	International	N. S. 20,000	50	Mt. Alpine (G.)	Col. 250,000	5	5	
Escoot	Ca. 25,000	20	4	Rudisell	"	20,000	3	Lawrence	2,000	100	Mt. Vista (G. & S.)	Nev. 50,000	10	24	
Esser	" 200,000	20	12c	St. Clair	L. S.	20,000	5	Locust Mountain	"	41	New Gregory (G.)	" 50,000	10	24	
Etna	L. S. 20,000	12½	---	St. Francis	Ca.	100,000	5	Lorberry	4,000	100	New York (S.)	" 100,000	10	11	
Eureka	" 20,000	5*	---	St. Mary's (L. & M.)	L. S.	20,000	5	Macan	2,000	100	N. Y. & N. S. (G.)	N. S. 100,000	5	106	
Everett	" 20,000	5*	---	Sharon Consol.	"	20,000	1	Mahanoy	1,000	20	Nova Scotia (S.)	" 100,000	2	24	
Evergreen Bluff	" 20,000	12	---	Sheldon	"	20,000	1	Metropolitan	100	100	Oldham (G.)	" 100,000	2	8	
Flinn-Steel	" 20,000	3	---	Silver Creek	"	20,000	1	Middle Coal Fields	"	100	Otate (S.)	Mex. 50,000	100	4	
Forest City	" 20,000	6	11c	Silver Hill	"	20,000	1	Milford	2,500	50	Palina (S.)	"	50,000	5	
Forest Shepherd	" 20,000	6	6c	Silver Lake	"	20,000	1	Molgrave	2,000	50	Pech (G.)	N. S. 100,000	5	5	
Franklin	L. S. 20,000	6½	50c	Silver Valley	"	20,000	10c	Narragansett	R. I. 8,000	10					

AMERICAN RAILROAD JOURNAL.

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CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [---] "not ascertained."

Fiscal year ending.	Length or in progress or projected	Equip- ment. Cars.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebted- ness.	Earnings.	Dividends on paid capital.	Par Value.	Market Price.	PASSENGER RAILROAD BONDS.			
											Amount out- standing.	Interest. Rate.	Pay- able.	Principal payable.
														Market Price.
30 Nov. '64	8.36		MASSACHUSETTS.		\$	\$	\$	\$	\$	\$				
30 Nov. '64	4.52	179	28	Boston and Chelsea.	110,000	110,000	8,800	7,409	p. c.	41				
30 Nov. '64	27.43		Broadway, Boston	256,257	260,000	26,482	129,615	15,895	8	45				
30 Nov. '64	7.5		Cambridge	734,671	727,500	150,000	94	(Union Co.)	9	85				
30 Nov. '64	1.41		Dedham and West Roxbury		41,000									
30 Nov. '64	2.80		Dorchester and Roxbury	18,742	12,000	6,660	(Metro poll'n)	6		46				
30 Nov. '64	26	6	Lowell (Horse).	43,894	40,129	3,590	11,062	766		86				
30 Nov. '64	11.75	200	31	Lynn and Boston.	254,611	200,000	50,000	18,168	129,927	12,197	8			
30 Nov. '64	3.41		Malden and Melrose	60,246	200,000	73,100	66 222	20,807		25				
30 Nov. '64	2.97		Medford and Charlestown	35,000	23,000	11,000	(Middlesex)	50						
30 Nov. '64	31.85	841	140	Metropolitan (Boston)	1,420,141	1,176,075	218,487	580,013	49,981	6	48			
30 Nov. '64	6.84	263	41	Middlesex (Boston)	488,945	400,000	31,000	104,617	170,236		46			
30 Nov. '64	5.69	75	9	Quincy	135,243	71,600	55,533	31,583	28,510	1,369				
30 Nov. '64	6.75	66	16	Salem & South Darvers	173,980	150,000		25,800	37,017					
30 Nov. '64	2.68		Somerville	50,000	50,000		(Middlesex)	5		25				
30 Nov. '64	2.50	10	2	Stoneham street (Boston)	35,300	32,900		7,454						
30 Nov. '64	6.74		Suburban	95,500	5,000		(Middlesex)							
30 Nov. '64	6.00	70		Suffolk (Boston)	(Sold to Metro.)	Aug. 1, '64	34,198	1,261						
30 Nov. '64	411	63		Union (Transportation)	241,441	160,000	20,000	144,316	278,428		86			
30 Nov. '64	1.58		West Cambridge	13,800	13,600		(Lead)	e		47				
30 Nov. '64	2.25		Winnisimmet	62,154	60,000		939	21,389						
30 Nov. '64	11.60	59	8	Worcester	86,657	75,800		53,665	25,453					
CONNECTICUT.														
31 Jan. '64	3.0	3.0	45	7	Fairhaven and Westville	100,000	100,000			8				
31 Dec. '62	8.5		Hartford and Wethersfield	300,000	300,000									
NEW YORK.														
30 Sep. '64	10.76		32	28	Broadway (Brooklyn)	237,139	200,000	27,500	5,782	67,594	18,386	6	100	110
30 Sep. '64	14.33		78		Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	120,000	75,000	95,551	18,965	100	69	
30 Sep. '64	7.00	280	10	2	Brooklyn, Bath & Coney Is'd	120,388	99,850	76,000	44,000	15,831	2,942		55	
30 Sep. '64	24.00		48	22	Brooklyn Central & Jamaica	897,646	492,150	400,000	55,291	173,827	8,666	9	100	130
30 Sep. '64	56.18	190	140	29	Brooklyn City	1,350,717	1,000,000	170,000	15,000	694,333	77,142	8		
30 Sep. '64	11.75	4.00	28		Brooklyn City and Newtown	531,784	368,000	200,000	19,144	82,049	4,162			
30 Sep. '64	0.09	9.41			Brooklyn City & Ridgewood	161,187	140,500	20,000	4,637					
30 Sep. '64	18.00				Brooklyn City & Rockaway	12,000			700					
30 Sep. '64	25.00				Brooklyn, N. Y. & R'kw'y	90,000	50,000	25,000	15,000					
30 Sep. '64	23.01				Buffalo Street	33,500	15,000	18,500						
30 Sep. '64					Canarsie, B'klyn & Winifld.									
30 Sep. '64	19.00				Central City (Syracuse)	1,330,302	711,350	550,000		327,713	30,493	100		
30 Sep. '64	17.25				Coney Island and Brooklyn	603,889	500,000	113,000		100,438	9,148			
30 Sep. '64	6.00				East & North River (N. Y.)	650	650							
30 Sep. '64	18.50	100	101		Eighth Avenue (N. Y.)	1,168,182	1,000,000	43,000	5,000	452,701	4,208	12	100	
30 Sep. '64	12.00	100	50	42	Grand st. & Grand st., Ferry	951,570	660,000	261,600	33,282	178,056	22,293			
30 Sep. '64	11.00				Fourteenth Street (N. Y.)	1,200					8			
30 Sep. '64	4.52				Grand St. & Newtown (W'g)	1,200								
30 Sep. '64	10.00				Harlem Br., Morris' & Ford'm	158,749	72,000	88,000		34,660	897			
30 Sep. '64					Main & Ohio St. (Buffalo)									
30 Sep. '64	11.00				Niagara Street (Buffalo)									
30 Sep. '64	7.00		34		Ninth Avenue (N. Y.)	451,154	795,360	67,000		90,108	loss	100		
30 Sep. '64	11.00				N. Riv. & Wall st. (Ferry N. Y.)									
30 Sep. '64	2.00				Port Morris & Westchester	1,200	1,200							
30 Sep. '64	7.50	340			Rochester City & Brighton	237,889	134,000	91,000	10,000	47,739				
30 Sep. '64	16.00				Second Avenue (N. Y.)	1,155,615	650,000	520,000	53,000	350,718	20,134	100	65	
30 Sep. '64	8.37		40	25	Sixth Avenue (N. Y.)	1,222,621	750,000			424,806	14,753	5	100	135
30 Sep. '64					Tenth Av & 32d st. (N. Y.)									
30 Sep. '64	17.50		137	3	Third Avenue (N. Y.)	1,955,354	1,170,000	1,180,000	35,000	844,701	171,587	12	100	240
30 Sep. '64					Troy and Cohoes	50,000								
30 Sep. '64	9.00		18		Utica City	193,945	124,500	65,500	7,000	18,295	loss			
30 Sep. '64	1.50		3	V. Brunt & Erie Bas. (Buff.)	62,000	50,000	12,000		10,856	2,380				
30 Sep. '64	12.00				Williamsburgh & Coney Isl'd	15,000	15,000							
NEW JERSEY.														
Dec. '62	5.32		7		Hoboken and Hudson City	32,000	30,000		2,000					
Dec. '62	5.05	250			Hoboken and Weehawken	134,400	70,000	60,000		17,228	9,986	3		
31 Dec. '62	10.47				Jersey City & Bergen Point									
31 Dec. '63	17.00		150	22	Orange and Newark	411,000	211,000	200,900		71,050	19,183	50		
31 Dec. '62	5.80		8		West Hoboken & Hoboken	100,000	40,000	60,000						
PENNSYLVANIA.														
31 Oct. '64	7.89	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000		128,761	50,439	40	10	53
31 Oct. '64	8.13	135	17	7	Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,381	20,036	8		
31 Oct. '64	4.12	12	2	0	Delaware County	30,729	23,780	6,500	333	6,876	1,473			
31 Oct. '64	4.38	119	20	0	Fairmount & Arch st. (Phil.)	194,618	200,000			27,895	77,533	5,901	7	22
31 Oct. '64	16.74	257	40	0	Frankford & Southw'k (Ph.)	759,261	490,530	200,000	18,500	251,897	81,029	8	50	43
31 Oct. '64	24.23	233	39	0	Germantown	377,524	112,245	250,000		1,6,540	41,584			
31 Oct. '64	8.40	120	25	0	Girard College (Phila.)	81,612	160,000			102,861	24,708	124		
31 Oct. '64	8.73	236	35	3	Green & Contes st. (Phila.)	232,954	150,000	98,000		166,776	51,494	20	31	
31 Oct. '64	11.00	16	16	2	Hestonv, Mantua & Fairm'nt	100,000	60,000	40,000		59,473	8,929		40	
31 Oct. '64	11.17	108	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320		11	
31 Oct. '64	12.00	60	12	0	North Philadelphia	29,500	29,500			37,905	1,491			
31 Oct. '64	10.57	60	10	3	Oakland (Pittsburg & E. L.)	86,447	100,000	17,000		32,449	6,297	2</td		

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FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, Nov. 30, 1866	Interest.—				DESCRIPTION OF SECURITIES.	Amounts outstanding	Interest.—			
		Rate.	Periods.	When Due.	Market Price.			Rate.	Periods.	When Due.	Market Price.
UNITED STATES LOANS.						Massachusetts—Union Fund Loan—coupon	3,000,000	6	Jan. & July	'71-'72	107
Loan of Jan. 28, 1847—registered	\$9,415,250	6	" in. & July.	1867	125	" " " " "	600,000	5	" " " " "	'77-'78	93
Loan of March 31, 1848—registered	8,909,342	6	" " " " "	1868	124	Bounty Fund Loan—"	"	5	May & Nov	1893	92
" " " " coupon	726,000	6	" " " " "	1868	125	Coast Defence Loan—"	"	5	" " " " "	1883	98
Texas Indemnity, of Sep. 9, 1850—coupon	20,000,000	5	" " " " "	1865	---	Back Bay Loan—"	"	5	" " " " "	1880	---
Loan of June 14, 1858—registered	7,022,000	5	" " " " "	1874	100	Michigan—Renewal Loan—coupon	216,000	6	Jan. & July	1878	92
" " " " coupon	1,016,000	5	" " " " "	1874	98	" Canal Loan—(sink'g fd)	"	6	" " " " "	1879	---
Loan of June 22, 1860—registered	18,415,000	5	" " " " "	1871	95	" War Loan—(" ") "	"	6	" " " " "	1886	100
" " " " coupon	18,415,000	5	" " " " "	1871	100	" Redemption Fn—(" ") "	"	6	" " " " "	1887	100
Oregon War Debt of March, 1861—coupon	18,415,000	6	" " " " "	1881	101 ²	Minnesota—State bonds—coupon	2,000,000	6	" " " " "	'68-'83	---
" " " " coupon	1,016,000	6	Yearly.	1881	102	" (Indian war)—"	250,000	8	Jan. & July	1867	102
Loan of Feb. 8, 1861—registered	18,415,000	6	" " " " "	1881	104 ²	" (Railroads)—"	100,000	7	" " " " "	1871	---
" " " " coupon	18,415,000	6	" " " " "	1881	104 ²	Mississippi—State bonds (Banks)—coupon	2,275,000	6	" " " " "	1883	---
Loan of July 17, & Aug. 5, 1861—registered	284,252,450	6	" " " " "	1881	104 ²	Missouri—Bank Stock Loan of 1857—	2,000,000	6	Jan. & July	1863	78
" " " " coupon	284,252,450	6	" " " " "	1881	104 ²	" 63,000	6	6	April & Oct	1863	---
Loan of Feb. 25, 1862 (5-20s)—registered	514,780,500	6	May & Nov.	1882	100 ²	" 199,000	6	6	Jan. & July	1863	---
" " " " (5-20s) coupon	514,780,500	6	" " " " "	1882	106 ²	" 100,000	6	6	April & Oct	1863	---
Loan of March 3, 1865 (5-20s)—	50,590,300	6	May & Nov.	1885	102 ²	" 40,000	6	6	Jan. & July	1863	---
Bonds, Central Pacific R. R. Co.—	1,898,000	6	" " " " "	1895	---	" Renewal Loan of 1853—	200,000	6	" " " " "	1883	---
Bonds, Union Pacific R. R. Co. (E. D.)—	640,000	6	Jan. & July	1895	---	" R. R. Loans: Pacific R. R.—coupon	7,000,000	6	" " " " "	'72-'88	80
Loan of March 3, 1864, (10-40s)—registered	172,770,100	5	Mar. & Sept.	1904	91	" S. W. Branch—"	4,500,000	6	" " " " "	'75-'89	79
" " " " coupon	172,770,100	5	" " " " "	1904	92	" H. & St. Joseph—"	3,000,000	6	" " " " "	'73-'87	79
Loan of March 3, 1864 (5-20s)—registered	100,000,000	6	May & Nov.	1884	102 ²	" N. Missouri—"	4,350,000	6	" " " " "	'72-'87	---
" " " " coupon	100,000,000	6	" " " " "	1884	102 ²	" Iron Mountain—"	3,501,000	6	" " " " "	'73-'89	---
Treasury Notes of July 17, 1861—coupon	280,500	7.3	April & Oct.	1864	---	" C. & Fulton—"	650,000	6	" " " " "	'87-'89	---
" June 20, '64 & Mar. 3, '66—1st series	300,000,000	7.3	Feb. & Aug.	1867	99	" Platte Co. —"	700,000	6	" " " " "	1889	---
" March 3, 1865—2d series	300,000,000	7.3	June & Dec.	1868	98	Revenue bonds—	451,000	9	June & Dec.	'64-'66	---
" 1865—3d series	300,000,000	7.3	Jan. & July	1868	98	State Defense warrants—	780,000	6	" " " " "	1889	---
Debt Certificates—	55,921,000	6	At maturity.	1867	---	New Hampshire—State bonds—coupon	555,100	6	Feb. & Aug.	1876	91 ²
One & Two Year Treasury Notes (legal tender)	32,533,901	5	" " " " "	1867	---	" Notes—	200,000	6	Jan. & July	Var.	---
Three Year's Compound Interest notes of '64	167,012,141	6	At maturity.	1867	---	New Jersey—State stock—registered	95,000	6	Jan. & July	'65-'71	---
United States Notes (greenbacks)—	426,741,398	6	" " " " "	1867	---	" State bonds (war loan).—coupon	551,820	6	" " " " "	1871	---
Fractional currency—	28,105,197	6	" " " " "	1867	---	" (" ")—"	200,000	5	Jan. & July	pleas.	---
STATE LOANS.						New York—General Fd: Astor Debt—	561,500	5	Jan. & July	pleas.	---
Alabama—State bonds—coupon	3,422,000	5	Jan. & July	1877	---	" Deficiency Loans—	348,107	5	" " " " "	1875	---
Arkansas—State bonds (R. R. & Bk)—coupon	899,000	6	No int'rest	1868	---	" 900,000	5	" " " " "	1875	---	
" " " " (Bk of State)—"	610,000	6	paid for	1868	---	" 442,961	5	May & Nov.	1868	100	
" " " " (" ")—"	38,000	5	many yrs.	1868	---	" 1,189,781	6	Jan. & July	pleas.	---	
California—Civil bonds of 1857—coupon	3,727,500	7	Jan. & July	1878	119	" 1,300,000	6	" " " " "	'68-'78	100	
" " " " 1860—"	198,500	7	" " " " "	1880	---	" Comptroller's b'nds—	28,698	5	d'm'd.	---	---
Connecticut—War Bond—coupon	610,004	7	" " " " "	1872	92	" 11,050	6	d'm'd.	---	---	
Connecticut—War Bonds—coupon	2,000,000	6	Jan. & July	1871	95	" 421,000	4	J. A. J. & O.	1864	---	
" " " " " " "	1,000,000	6	" " " " "	1872	95	Railroad Loans—	287,700	4	J. A. J. & O.	1864	---
Florida—State bonds—coupon	143,000	7	" " " " "	1872	90	" 68,000	5	Feb. & Aug.	1876	---	
Georgia—State bonds—coupon	72,000	5	Jan. & July	1872	93	" 320,000	5	J. A. J. & O.	1865	---	
" " " " (R. R. & Bk)—"	2,073,750	6	" " " " "	1872	93	" 100,000	6	Jan. & July	1867	---	
" " " " (R. R.)—"	525,000	7	" " " " "	1872	93	" Canal Fund Loans—	6,922,274	5	" " " " "	'67-'74	---
Illinois—New Int. Impr. stock—inscribed	1,970,967	6	Jan. & July	1870	98	" 15,889,025	6	" " " " "	1864	---	
" " " " bonds—"	1,322,045	6	" " " " "	1870	98	" 1,200,000	7	" " " " "	1864	---	
" " " " interest stock—"	737,222	6	" " " " "	1870	98	" Various	Var.	6	Various	87 ²	
" " " " Refunded stock—coupon	2,187,000	6	" " " " "	1870	98	North Carolina—State bonds—coupon	9,129,505	5	Jan. & July	1860	110 ²
" " " " War bonds—"	2,000,000	6	" " " " "	1870	98	Ohio—State bonds (foreign debt)—coupon	1,258,270	5	Jan. & July	1865	95
" " " " Canal bonds (sterling)—"	1,778,423	6	" " " " "	1870	98	" 1,015,000	6	" " " " "	1865	96	
" " " " (dollar)—"	1,969,397	6	" " " " "	1870	97	" 379,866	6	" " " " "	1865	96	
Indiana—State stock—registered	5,325,500	5	Jan. & July	1886	90	" 2,183,532	6	" " " " "	1865	100	
" " " " State Int. Imp. bonds (not adjusted)	391,000	5	" " " " "	1886	75	" 1,600,000	6	" " " " "	1865	96	
" " " " State War Loan bonds—coupon	1,371,780	6	May & Nov.	1881	93	" 4,065,309	6	" " " " "	1865	98	
" " " " Canal Preferred stock—"	4,079,500	5	Jan. & July	1881	93	" 2,400,000	6	" " " " "	1865	100	
" " " " special stock—"	1,216,737	5	" " " " "	1881	93	" 125,680	6	" " " " "	1865	102	
" " " " Deferred stock—"	1,243,000	5	" " " " "	1881	93	" 1,500	6	" " " " "	1865	102	
" " " " special stock—"	479,545	5	" " " " "	1881	93	" 279,313	6	" " " " "	1865	102	
Iowa—State stocks—coupon	200,000	7	Jan. & July	1868	---	" Irreducible debt (school funds, etc.)—	2,920,403	6	Yearly.	---	---
" " " " (war loan)—"	800,000	7	" " " " "	1868	---	" Oregon—State scrip—	55,372	4	April & Oct.	---	---
" " " " bonds to School Fund—"	122,295	10	Annually.	1872	---	" Pennsylvania—State Stock Loans—	10,780,095	5	Jan. & July	due.	---
Kansas—State bonds (sinking fund)—coupon	146,000	7	Jan. & July	1876	---	" 3,886,010	5	Feb. & Aug.	1865	---	
" " " " (domestic)—"	54,000	7	May & Nov.	1878	---	" 3,690,614	5	Mar. & Sept.	1865	---	
" " " " (bank)—"	65,000	6	July	1883	---	" 3,241,898	5	June & Dec.	1865	---	
" " " " (war loan)—"	600,000	5	" " " " "	1883	---	" Interest Certificates—	210,263	6	Feb. & Aug.	1864	---
Louisiana—State bonds (R. R. etc.)—coupon	516,130	6	" " " " "	1871	80	" State Stock Loans—	200,000	4	Jan. & July	1864	---
" " " " (R. R. etc.)—"	2,902,000	6	" " " " "	1871	80	" 1,177,890	5	Feb. & Aug.	1864	---	
" " " " (banks)—"	5,393,533	6	" " " " "	1871	80	" 675,029	5	June & Dec.	1864	---	
" " " " (war loan)—"	670,000	6	" " " " "	1871	80	" 1,045,629	5	Jan. & July	1865	---	
Maine—State bonds—coupon	1,000,000	6	Mar. & Sept.	1877	93	" 1,558,673	5	Feb. & Aug.	1865	---	
" " " " (war loan)—"	816,000	5	Jan. & July	1877	93	" 2,277,755	5	June & Dec.	1865	---	
Maryland—State bonds (st'l'g conv.)—"	200,378	5	" " " " "	1877	93	" 1,766,214	5	Jan. & July	1870	90	
" " " " (st'l'g conv.)—"	5,585,555	5	" " " " "	1877	93	" 4,860,000	5	April & Oct.	1877	91 ²	
" " " " (st'l'g conv.)—"	2,490,589	5	" " " " "	1877	93	" 428,000	6	April & Oct.	1878	91 ²	
" " " " (dollar)—inscribed	500,000	3	" " " " "	1877	93	" Inclined Plane Loan—	400,000	6	April & Oct.	1879	---
" " " " (" ")—"	100,000	4 ²	Chiefly quarterly.	1877	93	" State bonds—coupon	650,000	5	Jan. & July	1882	94
" " " " (" ")—"	767,660	5	" " " " "	1877	93	" Bank Charter Loans—	650,000	5	" " " " "	1882	94
" " " " (" ")—"	399,408	5	" " " " "	1877	93	" Relief Notes in circulation—	97,360	5	" " " " "	1882	94
" " " " (" ")—"	148,711	5	" " " " "	1877	93	" Military Loan bonds—coupon	3,000,000	6	Feb. & Aug.	1871	100
" " " " (" ")—"	133,089	6	" " " " "	1877	93	" State bonds (war loan).—coupon	2,000,000	6	Mar. & Sept.	1868	100
" " " " (" ")—"	8,000,000	6	" " " " "	1877	100 ²	" 484,444	5	" " " " "	1868	100	
" " " " (" ")—"	35,000	6	" " " " "	1877	100 ²	" State bonds—coupon	1,708,017	6	" " " " "	'69-'90	---
" " " " (" ")—"	603,333	6	" " " " "	1877	102 ²	" Inscribed certificates—	1,708,017	6	" " " " "	1877	---
" " " " (" ")—"	3,995,555	6	April & Oct.	1877	102 ²	" State bds (railroads).—coupon	1,310,000	6	" " " " "	1877	---
" " " " (" ")—"	503,380	6	" " " " "	1877	102 ²	" 1,125,000	6	" " " " "	1877	---	
" " " " (" ")—"	416,500	6	" " " " "	1877	102 ²	" 2,063,606	5	" " " " "	1		

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Railroads of the United States.

A Tabular Statement showing the Length and cost of each Work at the end of the financial year, closing nearest January 1, 1866.

(Not including City Passenger Railroads.)

1. STATE OF MAINE.

Corporate Titles of Companies.	Mileage Total.	Mileage Completed.	Cost of Road and Equipm't
1. Androscoggin.....	68.00	68.00	\$1,399,718
2. Atlantic and St. Lawrence (part).....	78.80	78.80	4,259,386
3. Bangor, Oldtown and Milford.....	12.50	12.50	250,000
4. Boston and Maine (part).....	1.26	1.26	65,664
5. Calais and Baring.....	6.00	6.00	266,160
6. European and North American.....	90.72	.....	380,000
7. Great Falls and South Berwick.....	6.00	6.00	172,232
8. Lewy's Island.....	16.50	16.50	315,397
9. Machiasport.....	7.50	7.50	110,000
10. Maine Central.....	109.81	109.81	4,211,878
11. Portland and Kennebec.....	68.00	68.00	2,871,260
Bath Branch.....	9.50	9.50	.....
12. Portland and Oxford Central.....	28.50	21.50	430,000
13. Portland, Saco and Portsmouth.....	58.50	53.50	1,500,000
14. Somerset and Kennebec.....	37.00	37.00	812,913
15. York and Cumberland.....	52.00	18.50	1,090,317
Total in Maine.....	640.59	509.37	\$18,134,925

2. STATE OF NEW HAMPSHIRE.

1. Ashuelot.....	23.76	23.76	\$506,000
2. Atlantic and St. Lawrence (part).....	54.00	54.00	2,901,318
3. Boston, Concord and Montreal.....	93.54	93.54	3,113,800
4. Boston and Maine (part).....	37.22	37.22	2,101,240
Great Falls Branch.....	2.95	2.95	.....
5. Cheshire (part).....	43.15	43.15	2,238,727
6. Concord.....	34.53	34.53	1,500,000
7. Concord and Portsmouth.....	49.90	49.90	350,000
8. Contoocook River.....	14.64	14.64	200,000
9. Dover and Winnipiseogee.....	28.12	28.12	848,000
10. Eastern.....	16.55	16.55	525,205
11. Great Falls and Conway.....	20.09	20.09	426,905
12. Manchester and Lawrence.....	26.89	26.89	1,065,345
13. Manchester and North Weare.....	19.43	19.43	200,000
14. Merrimac and Connecticut Rivers.....	29.30	29.30	698,258
15. Nashua and Lowell (part).....	6.22	6.22	278,547
16. Northern.....	69.20	69.20	3,068,400
Bristol Branch.....	13.00	13.00	.....
17. Peterboro' and Shirley (Fitchburg).....	9.36	9.36	93,600
18. Sullivan.....	24.70	24.70	1,622,248
19. White Mountains.....	20.78	20.78	200,000
20. Wilton.....	15.43	15.43	233,226
22. Worcester and Nashua (part).....	6.57	6.57	172,128
Total in New Hampshire.....	659.33	659.33	\$22,342,947

3. STATE OF VERMONT.

1. Atlantic and St. Lawrence (part).....	16.20	16.20	\$879,922
2. Bennington and Rutland.....	59.00	59.00	1,083,500
Bennington Branch.....	5.50	5.50	.....
3. Connecticut and Paenum. sic Rivers.....	110.30	110.30	2,880,277
4. Grand Trunk of Canada (part).....	17.00	17.00	1,000,000
5. Rutland and Burlington.....	119.60	119.60	4,547,980
6. Rutland and Washington (part).....	33.55	33.55	1,371,683
7. Rutland and Whitehall.....	6.88	6.88	255,700
Hydeville Branch.....	1.57	1.57	.....
8. Southern Vermont.....	8.00	8.00	200,000
9. Vermont and Canada.....	47.00	47.00	1,687,500
Burlington Branch.....	8.60	8.60	377,032
Swanton Branch.....	10.00	10.00	220,760
10. Vermont Central.....	117.00	117.00	8,522,610
Branches.....	2.00	2.00	.....
11. Vermont and Massachusetts (part).....	10.50	10.50	445,203
12. Vermont Valley.....	23.69	23.69	1,301,850
Total in Vermont.....	596.73	596.73	\$24,773,417

4. STATE OF MASSACHUSETTS.

1. Agricultural Branch.....	23.36	15.08	\$351,595
2. Berkshire.....	21.14	21.14	600,000
3. Boston, Hartford and Erie.....	.....	.....	4,930,130
4. Boston and Lowell.....	26.76	26.76	2,635,593
Woburn Branch.....	1.86	1.86	.....
5. Boston and Maine (part).....	45.78	45.78	2,193,241
Medford Branch.....	2.23	2.23	.....
Methuen Branch.....	3.61	3.61	.....
6. Boston and Providence.....	43.50	43.50	3,160,000
Branches (Dedham and Seekonk)	3.97	3.97	.....

Corporate Titles of Companies.	Mileage Total.	Mileage Completed.	Cost of Road and Equipm't
7. Boston and Worcester.....	44.63	44.63	.....
Brookline Branch.....	1.55	1.55	.....
Newton and Lower Falls Branch.....	1.25	1.25	.....
Saxonyville Branch.....	3.87	3.87	4,500,000
Milford Branch.....	11.97	11.97	.....
Framingham Branch.....	2.06	2.06	.....
Milbury Branch.....	3.07	3.07	.....
8. Cape Cod.....	46.01	46.01	1,031,625
Wareham Branch.....	1.04	1.04	.....
9. Cape Cod Central.....	.....	.....	.....
10. Cheshire (part).....	10.50	10.50	544,761
11. Connecticut River.....	50.00	50.00	1,801,944
Chicopee Branch.....	2.35	2.35	.....
12. Danvers.....	9.20	9.20	243,736
13. Dighton and Somerset.....	.....	.....	174,662
14. Dorchester and Milton.....	3.26	3.26	136,372
15. Eastern.....	44.10	44.10	.....
Marblehead Branch.....	3.50	3.50	4,295,944
Gloucester Branch.....	13.50	13.50	.....
Salisbury Branch.....	3.41	3.41	.....
Saugus Branch.....	10.10	10.10	.....
16. Easton Branch.....	3.78	3.78	55,894
17. Essex.....	19.86	19.86	747,008
Harbor Branch.....	1.32	1.32	.....
18. Fairhaven Branch.....	15.11	15.11	243,809
19. Fall River, Warren and Providence.....	5.79	5.79	285,783
20. Fitchburg.....	50.93	50.93	.....
Watertown Branch.....	7.85	7.85	.....
Lancaster and Sterling Branch.....	9.00	9.00	3,540,000
Marlboro' Branch.....	3.90	3.90	.....
Peterboro' and Shirley.....	14.10	14.10	.....
21. Fitchburg and Worcester.....	13.99	13.99	275,000
22. Hartford and New Haven.....	5.87	5.87	285,500
23. Horn Pond Branch.....	0.66	0.66	18,075
24. Lexington and West Cambridge.....	6.64	6.64	251,257
25. Lowell and Lawrence.....	12.35	12.35	363,158
26. Medway Branch.....	3.60	3.60	37,909
27. Middleboro' and Taunton.....	8.54	8.54	152,778
28. Nashua and Lowell.....	8.35	8.35	376,056
29. New Bedford and Taunton.....	20.13	20.13	506,545
Harbor Branch.....	1.46	1.46	.....
30. Newburyport.....	14.58	14.58	597,386
Danvers and Georgetown Line	12.39	12.39	.....
31. New Haven and Northampton (part)	24.93	24.93	577,933
32. New London Northern.....	30.91	30.91	292,373
33. New York and Boston.....	33.00	33.00	1,912,985
34. Norfolk County (B. H. & Erie).....	25.96	25.96	(See B. H. & E.)
35. Norwich and Worcester (part).....	17.75	17.75	698,684
36. Old Colony and Newport.....	39.93	39.93	.....
Fall River Division.....	42.24	42.24	3,570,214
Bridgewater Branch.....	7.76	7.76	.....
37. Pittsfield and North Adams.....	18.65	18.65	443,677
38. Providence and Worcester (part).....	25.41	25.41	950,684
39. Rockport.....	3.60	3.60	91,007
40. Salem and Lowell.....	16.88	16.88	464,018
41. Southern Midland (part).....	46.54	46.54	(See B. H. & Erie.)
42. South Reading Branch.....	8.15	8.15	299,468
Branch.....	0.22	0.22	.....
43. South Shore.....	11.50	11.50	501,598
44. Stockbridge and Pittsfield.....	21.93	21.93	448,700
45. Stoneham Branch.....	2.37	2.37	74,368
46. Stony Brook.....	13.16	13.16	267,383
47. Stoughton Branch.....	4.04	4.04	101,720
48. Taunton Branch.....	11.10	11.10	313,156
Taunton River Branch.....	0.68	0.68	.....
49. Troy and Greenfield (Tunnel).....	42.55	7.00	1,754,370
50. Vermont and Massachusetts (part).....	58.83	58.83	2,819,996
Greenfield Branch.....	8.00	8.00	.....
51. Western	117.81	117.81	770,008
52. West Stockbridge.....	2.75	2.75	39,600
53. Worcester and Nashua (part).....	39.12	39.12	1,032,769
Total in Massachusetts.....	1,353.55	1,309.65	\$59,956,462
5. STATE OF RHODE ISLAND.	.....	.....	.....
1. Hartford, Providence & Fishkill (part).....	26.32	26.32	\$908,598
2. New York, Providence & Bos'n (part).....	44.00	44.00	1,899,048
3. New York and Boston.....	32.50	.....	325,000
4. Old Colony and Newport.....	17.32	17.32	688,165
5. Providence, Warren and Bristol.....	13.60	13.60	448,242
6. Providence and Worcester (part).....	18.00	18.00	672,192
Total in Rhode Island.....	151.74	119.24	\$1,941,240
6. STATE OF CONNECTICUT.	.....	.....	.....
1. Danbury and Norwalk.....	23.81	23.81	\$424,428
2. Fairhaven and Westville (Horse).....	6.00	6.00	150,000

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Corporate Titles of Companies.	Mileage	Cost of Road and Equipm't.	Corporate Titles of Companies.	Mileage	Cost of Road and Equipm't.
	Total.	Completed.		Total.	Completed.
3. Hartford and New Haven (part).....	55.51	55.51	41. Saratoga and Whitehall.....	40.86	40.86
Middletown Branch.....	10.25	10.25	Rutland Branch.....	6.66	6.66
Hartford Branch.....	0.89	0.89	42. Staten Island.....	13.20	13.20
4. Hartford, Providence & Fishkill (part)			43. Syracuse, Binghamton and New York.....	81.94	81.94
(B. H. & Erie).....	96.04	96.04	44. Troy and Bennington.....	5.38	5.38
5. Hartford and Wethersfield (Horse)....	9.00	9.00	45. Troy and Boston.....	34.91	34.91
6. Housatonic.....	74.00	74.00	46. Troy and Cohoes.....	3.50	3.50
7. Naugatuck.....	57.00	57.00	47. Troy and Greenbush.....	6.00	6.00
8. N. Haven, N. London and Stonington.....	62.00	62.00	48. Troy and Rutland.....	18.50	18.50
9. New Haven and Northampton (part).....	60.07	60.07	49. Troy Union and Depot.....	2.19	2.19
Collinsville Branch.....	7.75	7.75	50. Utica and Black River.....	34.94	34.94
Tariffville.....	1.00	1.00	Trenton Falls Branch.....	2.14	2.14
10. New London Northern (part).....	55.09	55.09	51. Warwick Valley.....	10.83	10.83
11. New York and Boston Air Line.....	80.00	.....	Total in New York.....	3,278.17	2,918.17
12. New York and New Haven (part).....	48.21	48.21			\$145,240,291
Branch at New Haven.....	1.00	1.00	8. STATE OF NEW JERSEY.		
13. N. York, Providence and Boston (part).....	6.00	6.00	1. Belvidere Delaware.....	64.21	64.21
14. Norwich and Worcester (part).....	41.65	41.65	2. Burlington County.....	7.12	7.12
Allyn's Point Extension.....	7.00	7.00	3. Camden and Amboy.....	63.90	63.90
15. Rockville Branch.....	4.80	4.80	Trenton Branch.....	6.19	6.19
16. Southern Midland (part).....	8.00	8.00	Trenton and Dean's Pond.....	17.00	17.00
17. New Britain and Middletown.....	2.47	2.47	New Brunswick Line.....	26.11	26.11
Total in Connecticut	717.54	637.54	4. Camden and Atlantic.....	60.23	60.23
7. STATE OF NEW YORK.			5. Cape May and Millville.....	39.00	39.00
1. Adirondac.....	182.00	182.00	6. Central of New Jersey.....	73.80	73.80
2. Albany and Boston.....	21.40	21.40	Extra Track (Warren R. R.).....	48.00	48.00
3. Albany and Susquehanna.....	140.00	62.00	7. Flemington.....	12.00	12.00
4. Albany and Vermont.....	12.00	12.00	8. Freehold and Jamesburg.....	17.00	11.50
5. Albany and West Stockbridge.....	38.25	38.25	9. Hackensack and New York.....	4.88	4.88
6. Atlantic and Great Western.....	48.89	48.89	Lodi Branch (private).....	0.78	0.78
Buffalo Branch.....	79.00	.....	10. Jersey City and Bergen Point.....	10.00	10.00
7. Avon, Genesee and Mount Morris.....	15.53	15.53	11. Long Dock and Tunnel (Erie).....	2.88	2.88
8. Blosburg and Corning.....	14.83	14.83	12. Long Branch and Sea Shore.....	9.00	9.00
9. Brooklyn, Bath and Coney Island	6.50	6.50	13. Millstone and New Brunswick.....	6.62	6.62
10. Brooklyn Central and Jamaica	14.50	14.50	14. Millville and Glassboro'.....	22.30	22.30
11. Buffalo, Bradford and Pittsburg.....	2.00	2.00	15. Morris and Essex.....	90.00	90.00
12. Buffalo, New York and Erie.....	142.00	142.00	16. Newark and Bloomfield.....	14.00	6.00
13. Buffalo and State Line.....	68.34	68.34	17. Newark and Paterson.....	11.50	.....
14. Cayuga and Susquehanna.....	34.61	34.61	18. New Jersey.....	33.80	33.80
15. Chemung.....	17.36	17.36	19. Northern New Jersey.....	21.27	21.27
16. Coney Island and Brooklyn.....	10.50	10.50	20. Orange and Newark.....	6.00	6.00
17. Elmira, Jefferson and Canandaigua.....	46.84	46.84	21. Paterson and Hudson (Erie).....	14.50	14.50
18. Elmira and Williamsport (part).....	7.80	7.80	22. Paterson and Ramapo (Erie).....	15.12	15.12
19. Erie (part).....	403.75	403.75	23. Perth Amboy and Woodbridge.....	8.00	8.00
Buffalo Branch.....	60.00	60.00	24. Raritan and Delaware Bay.....	65.00	65.00
Newburg Branch.....	19.00	19.00	Atsion Branch.....	9.00	9.00
Union Ramapo.....	0.25	0.25	Long Branch Extension.....	4.00	4.00
20. Harlem Bridge, Morrisania and Ford-			Tom's River Branch.....	3.00	3.00
ham.....	5.00	5.00	25. Rocky Hill.....	.....	41,615
21. Hudson and Boston.....	17.33	17.33	26. Salem.....	16.00	16.00
22. Hudson River.....	144.00	144.00	27. South Branch.....	16.00	16.00
23. Long Island.....	94.00	94.00	28. Sussex.....	12.00	12.00
Hempstead Branch.....	2.50	2.50	29. Vincentown Branch.....	4.50	4.50
Hicksville and Cold Spring.....	4.00	4.00	30. Warren.....	21.04	21.04
Glen Cove, Roslyn and Mineola.....	4.50	4.50	31. West Jersey.....	38.05	38.05
24. New York Central.....	297.75	297.75	Total in New Jersey.....	887.80	866.80
Troy and Schenectady.....	21.00	21.00			\$49,483,532
Syracuse, Auburn and Rochester.....	104.00	104.00	9. STATE OF PENNSYLVANIA.		
Batavia and Attica.....	11.00	11.00	1. Allegheny Valley.....	176.41	43.91
Rochester and Suspension Bridge	74.75	74.75	2. Atlantic and Great Western.....	98.00	98.00
Lockport and Tonawanda.....	12.25	12.25	Franklin Branch.....	32.00	32.00
Rochester and Charlotte.....	6.88	6.88	Silver Creek Branch.....	6.00	6.00
Buffalo and Lewiston.....	28.25	28.25	3. Bald Eagle Valley.....	51.20	51.20
25. New York and Flushing	8.00	8.00	4. Barclay Coal.....	16.50	16.50
26. New York and Harlem.....	180.75	180.75	5. Beaver Meadow (Con'ted with L. Val.) .....	.....	.....
Port Morris Branch.....	2.12	2.12	6. Bedford (Connected with H. & B. Top.) .....	.....	.....
27. New York and New Haven (part).....	14.14	14.14	7. Bellefonte and Snow Shoe.....	20.50	20.50
28. Niagara Bridge and Canandaigua.....	98.46	98.46	Bellefonte Branch.....	1.75	1.75
Tonawanda Branch.....	1.63	1.63	8. Bethlehem (B. to Stroudsburg).....	35.00	.....
29. Niagara Falls and Lake Ontario.....	18.15	18.15	9. Buffalo, Bradford and Pittsburg (part).....	100.00	20.75
30. Ogdensburg and Lake Champlain.....	118.00	118.00	10. Catawissa and Fogelsville.....	12.00	12.00
Branches.....	3.76	3.76	11. Catawissa (Atl. and Gt. West).....	67.00	67.00
31. Oswego and Rome.....	28.00	28.00	12. Chartiers Valley.....	22.50	.....
32. Oswego and Syracuse.....	35.91	35.91	13. Chester Valley.....	21.50	21.50
33. Plattsburgh and Montreal.....	23.17	23.17	14. Chestnut Hill.....	4.13	4.13
34. Port Morris and Westchester.....	11.00	.....	15. Cleveland, Painesville and Ashtabula		
35. Rensselaer and Saratoga.....	25.22	25.22	(part).....	25.50	25.50
36. Rochester City and Brighton.....	6.60	6.60	Erie Harbor Extension.....	1.20	1.20
37. Rochester and Genesee Valley.....	18.45	18.45	16. Cleveland and Pittsburgh (part).....	14.95	14.95
38. Rome, Watertown and Ogdensburg.....	189.63	189.63	17. Cumberland Valley.....	56.00	52.00
Potsdam Branch	24.28	24.28	18. Delaware & Hudson Canal Co's R. R.	32.00	32.00
Cape Vincent Branch.....	24.24	24.24	Branches.....	2.80	2.80
39. Sackett's Harbor, Rome and New York.	18.00	18.00	19. Delaware, Lackawanna and Western.....	110.70	110.70
40. Saratoga and Schenectady	21.50	21.50	Keyser Valley Branch.....	2.80	2.80
			20. East Brandywine and Waynesburg.....	17.50	17.50
					259,000

Corporate Titles of Companies.	Mileage Total.	Mileage Completed.	Cost of Road and Equipm't.	Corporate Titles of Companies.	Mileage Total.	Mileage Completed.	Cost of Road and Equipm't.
21. East Mahanoy.	10.00	10.00	\$80,550	78. Philadelphia and Trenton.	28.20	28.20	\$960,404
22. East Pennsylvania.	36.55	36.55	1,392,110	Connecting Railroad.	6.00	6.00	960,404
Temple Branch.	1.12	1.12		79. Phila., Wilmington and Balt. (part).	17.00	17.00	1,731,718
23. Ebensburg and Cresson.	10.65	10.65	213,000	80. Pittsburg and Connellsville.	149.00	59.50	2,272,100
24. Elmira and Williamsport (part).	70.25	70.25	2,313,000	81. Pittsburgh, Ft. Wayne and Chicago (part)	47.00	47.00	2,350,000
25. Erie (part).	42.50	42.50	3,792,162	82. Pittsburg and Steubenville (part).	34.00	34.00	2,000,000
26. Erie and North East.	18.50	18.50	700,000	83. Plymouth.	...	...
27. Erie and Pittsburg.	81.00	81.00	1,781,386	84. Port Kennedy.	0.78	0.78	15,600
28. Fayette County.	12.69	12.69	130,000	85. Reading and Columbia.	40.00	40.00	1,392,796
29. Franklin.	16.00	16.00	162,127	Lancaster Branch.	6.00	6.00	
30. Gettysburg.	17.12	17.12	274,481	86. Schuylkill and Susquehanna.	54.00	54.00	1,308,686
31. Hanover Branch.	12.20	12.20	227,839	Branch.	1.00	1.00	
32. Harrisburg and Lancaster.	36.00	36.00	83. Schuylkill Valley.	9.23	9.23	576,000	
Columbia Branch.	18.00	18.00	Branches.	15.22	15.22		
33. Hazleton.	18.00	18.00	360,000	88. Shamokin Valley and Pottsville.	28.03	28.03	1,569,450
34. Hempfield (part).	68.30	34.00	1,269,000	Lancaster Colliery Branch.	1.12	1.12	
35. Huntingdon and Broad Top Mountain.	31.25	31.25	2,012,243	89. Shawmut and Ridgeway.	12.00	12.00	250,000
Bedford Railroad.	19.75	19.75		90. Strasburg.	4.25	4.25	100,000
Branches.	19.20	19.20		91. Swatara (Good Spring).	6.00	6.00	41,780
36. Ironton.	9.68	9.68	261,876	92. Tangascootue.	...	...
37. Jamestown and Franklin.	40.00	40.00	800,000	93. Tioga.	29.61	29.61	968,187
38. Junction (Philadelphia).	4.52	4.52	471,047	94. Tonawanda.	...	...
39. Lackawanna (Grassy Island).	9.10	9.10	182,000	95. Trevorton.	15.30	15.30	1,890,000
40. Lackawanna and Bloomsburg.	80.00	80.00	3,625,809	Union Canal Co's. Railroad.	3.50	3.50	120,000
Pittston Branch.	2.00	2.00		Branches.	2.25	2.25	
41. Lawrence.	18.00	18.00	360,000	97. Tyrone and Clearfield.	23.50	23.50	576,000
42. Lehigh Luzerne.	9.50	9.50	322,566	98. Westchester.	9.00	9.00	184,833
Eckley Branch.	2.00	2.00		Branch.	1.25	1.25	
43. Lehigh and Mahanoy.	46.50	46.50	1,349,625	99. Westchester and Philadelphia.	26.38	26.38	1,416,506
44. Lehigh and Susquehanna.	21.50	21.50	1,894,988	100. Western Pennsylvania.	32.06	32.06	664,319
45. Lehigh Valley.	46.00	46.00	9,173,116	101. West Reading.	1.74	1.74	54,800
Beaver Meadow and Branches.	26.00	26.00		102. Wrightsville, York and Gettysburg.	13.00	13.00	393,230
Mauch Chunk and Summit Hill.	28.25	28.25		Sundry Coal and Iron Railroads not	350.00	350.00	6,000,000
Penn Haven and White Haven.	17.50	17.50		specifically accounted for.			
46. Little Saw Mill Run.	3.00	3.00	88,044	Total in Pennsylvania.	4,364.19	3,797.32	\$195,982,888
47. Little Schuylkill.	28.30	28.30	1,371,868	STATE OF DELAWARE.			
Branches.	5.50	5.50		1. Delaware.	84.30	84.30	\$1,692,718
48. Littlestown.	7.25	7.25	76,000	2. Delaware and Maryland.	13.50	...	
49. Locust Gap.	0.88	0.88	25,000	3. Junction and Breakwater.	40.60	8.60	94,642
50. Lorberry Creek.	5.50	5.50	82,050	4. New Castle and Frenchtown.	6.00	6.00	744,425
51. Lyken's Valley.	15.50	15.50	600,000	5. New Castle and Wilmington.	5.00	5.00	150,000
Branches.	4.20	4.20		6. Phila., Wilmington and Balt. (part).	23.00	23.00	2,239,924
52. McCauley's Mountain.	5.25	5.25	160,500	Total in Delaware.	172.40	126.90	\$4,921,709
53. McKean and Elk.	26.20	...	262,000	11. STATE OF MARYLAND AND DISTRICT OF COLUMBIA.			
54. Mahanoy and Broad Top Mountain.	42.50	42.50	948,789	1. Annapolis and Elkridge.	20.50	20.50	\$600,000
Branches.	...	...		2. Baltimore and Ohio (part).	138.60	138.60	10,425,318
55. Mauch Chunk and Summit Hill (connected with Lehigh Valley).	...	...		Branches.	7.20	7.20	
56. Mifflin and Center County.	12.50	...		Washington Line.	30.00	30.00	1,650,000
57. Mill Creek.	15.03	15.03	500,000	Harper's Ferry Branch.	...	...
58. Mill Creek and Mine Hill Extension.	4.09	4.09	328,375	3. Baltimore and Potomac.	80.00	...	
59. Mine Hill and Schuylkill Haven.	24.50	24.50	3,700,060	4. Cumberland Coal and Iron.	10.20	10.40	600,000
Extension.	105.50	105.50		Branches.	3.60	3.60	
60. Mount Carbon.	1.26	1.26	208,257	5. Cumberland and Pennsylvania.	25.00	25.00	1,462,781
Branches.	6.50	6.50		Branches.	6.00	6.00	
61. Mount Carbon and Port Carbon.	2.50	2.50	282,350	6. Eastern Shore.	31.60	6.50	100,000
Branches.	6.50	6.50		7. Franklin (part).	6.00	6.00	68,000
62. Nauticoke.	10.00	5.00	80,000	8. George's Creek.	21.00	21.00	660,000
63. Nesquehoning Valley.	13.10	...	36,117	9. Maryland and Delaware.	40.00	...	1,000,000
64. New Castle and Beaver Valley.	14.92	14.92	374,000	10. Metropolitan.	41.00	...	100,000
65. New York and Middle Coal Field.	...	...		11. Northern Central (part).	36.00	36.00	2,208,380
66. Northern Central (part).	102.00	102.00	6,427,885	Canton Extension.	4.00	4.00	820,520
67. North Lebanon.	7.52	7.52	306,706	12. Philad., Wilmington and Balt. (part).	56.00	56.00	5,873,122
Branches.	0.68	0.68		Port Deposit Branch.	6.00	...	
68. North Pennsylvania.	55.26	55.26	6,067,793	13. Western Maryland.	80.00	56.00	2,000,000
DoylesTown Branch.	10.00	10.00		Hagerstown Extension.	25.00	...	
Shimersville Branch.	1.89	1.89		Sundry Coal and Mining Roads, not	60.00	60.00	1,500,000
69. Oil Creek.	54.00	54.00	2,000,000	specifically accounted for.			
70. Panther Creek Valley.	6.50	6.50	130,000	Total in Maryland.	727.90	486.80	\$28,558,121
71. Penn Haven and White Haven (connected with Lehigh Valley).	...	...		12. STATE OF WEST VIRGINIA.			
72. Pennsylvania.	249.99	249.99		1. Baltimore and Ohio (part).	241.00	241.00	\$16,985,338
Hollidaysburg Branch.	9.08	9.08		2. Hempfield (part).	9.00	9.00	450,000
Indiana Branch.	18.99	18.99		3. Northwestern Virginia.	103.50	103.50	6,252,128
Philadelphia Division.	81.14	81.14		4. Pittsburgh and Steubenville (part).	8.00	8.00	683,201
73. Pennsylvania Coal.	46.87	46.87	2,000,000	Total in West Virginia.	361.50	361.50	\$24,370,667
Lackawaxen Branch.	16.00	16.00		13. STATE OF KENTUCKY.			
74. Philadelphia and Baltimore Central.	50.00	31.00	918,167	1. Bardstown and Louisville.	18.50	18.50	\$370,000
75. Philadelphia and Erie.	287.60	287.60	15,760,623	2. Breckinridge Coal.	8.50	8.50	312,000
76. Phila., Germantown and Norristown.	17.06	17.06	1,401,478	3. Covington and Lexington.	80.00	80.00	4,529,322
Germantown Branch.	3.14	3.14		4. Henderson and Nashville.	96.00	12.00	1,000,000
77. Philadelphia and Reading.	95.00	95.00		5. Lexington and Big Sandy.	133.00	21.00	694,024
Richmond Branch.	5.50	5.50		6. Lexington and Southern Kentucky.	35.00	18.00	765,500
Lebanon Valley Line.	54.00	54.00					

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Corporate Titles of Companies.	Mileage	Cost of Road and Equipm't.	Corporate Titles of Companies.	Mileage	Cost of Road and Equipm't.
	Total.	Completed.		Total.	Completed.
7. Lexington and Frankfort.....	29.00	29.00	12. Michigan Central (part).....	200.20	200.20
8. Louisville and Frankfort.....	65.10	65.10	13. Mich. Southern & Northern Ind. (p't).....	118.00	118.00
9. Louisville and Nashville (part).....	140.00	140.00	Adrian and Monroe.....	33.60	33.60
Memphis Branch.....	46.00	46.00	Palmyra and Lenawee.....	2.50	2.50
Lebanon Branch.....	73.50	73.50	Jackson Branch.....	41.90	41.90
10. Maysville and Lexington.....	89.00	18.80	Constantine Branch.....	4.20	4.20
11. Mobile and Ohio (part).....	58.50	20.50	14. Peninsula (Chicago & N. Western).....	70.00	70.00
12. Nashville and Northwestern (part).....	7.50	7.50	15. Schoolcraft and Three Rivers.....	24.00	24.00
13. New Orleans and Ohio.....	56.00	56.00	16. Port Huron and Lake Michigan.....	89.80	....
14. Portland and Louisville.....	5.00	5.00	Total in Michigan.....	1,734.12	949.82
Total in Kentucky.....	940.60	613.60	Total in Michigan.....	1,734.12	949.82
14. STATE OF OHIO.			16. STATE OF INDIANA.		
1. Ashtabula and New Lisbon.....	84.62	....	1. Chicago and Great Eastern (part).....	89.50	\$2,750,000
2. Atlantic and Great Western.....	246.00	246.00	2. Cincinnati and Chicago.....	108.00	2,250,000
New Lisbon Coal Branch.....	30.00	....	3. Cincinnati and Indianapolis Junction.....	77.43	1,000,000
Cleveland Branch.....	50.00	50.00	4. Cincinnati and Indiana (part).....	3.50	100,000
3. Bellefontaine and Indiana.....	118.23	118.23	5. Cincinnati, Peru and Chicago.....	102.00	1,200,000
4. Carrollton Branch.....	11.50	11.50	6. Evansville and Crawfordsville.....	109.00	2,600,599
5. Central Ohio.....	137.10	137.10	Rockville Extension.....	23.00	23.00
6. Cincinnati, Hamilton and Dayton.....	60.30	60.30	7. Evansville, Indianapolis & Cleveland.....	155.00	500,000
Atlantic and Gt. Western Track.....	60.30	60.30	8. Ind. Cent. (Columbus and Indianapolis).....	72.40	2,000,000
7. Cincinnati and Indiana (part).....	17.50	17.50	9. Indianapolis and Cincinnati.....	89.80	3,250,000
8. Cincinnati and Indianapolis Junction.....	21.67	21.67	10. Indianapolis and Madison.....	86.00	86.00
9. Cincinnati and Zanesville.....	162.80	132.80	Martinsville Branch.....	26.00	26.00
10. Cleveland, Columbus and Cincinnati.....	135.41	135.41	Shelbyville Branch.....	23.00	23.00
Delaware Curve.....	5.72	5.72	11. Indianapolis, Pittsburg and Cleveland (Bellefontaine line).....	82.87	82.87
Springfield and Pittsburgh Line.....	49.80	49.80	12. Jeffersonville.....	78.00	78.00
11. Cleveland, Painsville & Ashtabula (p't).....	69.90	69.90	New Albany Extension.....	4.00	4.00
12. Cleveland and Pittsburg.....	101.00	101.00	13. Joliet and Northern Indiana (part).....	15.00	15.00
Tuscarawas Extension.....	32.00	32.00	14. Knightstown and Shelbyville.....	27.00	27.00
Hanover Branch.....	1.50	1.50	15. Lafayette and Indianapolis.....	64.00	1,920,000
Beaver Extension (part).....	7.05	7.05	16. Louisville, New Albany and Chicago.....	288.00	7,500,000
Wheeling Extension.....	47.00	47.00	17. Michigan Central (part).....	51.00	51.00
13. Cleveland and Toledo.....	87.50	87.50	18. Michigan South. and N. Indiana (part).....	99.00	99.00
Northern Division.....	60.00	60.00	Goshen Air Line (part).....	60.00	60.00
14. Cleveland, Zanesville and Cincinnati.....	114.10	61.39	Total in Indiana.....	2,466.50	2,198.07
15. Columbus and Indianapolis (part).....	103.00	103.00	17. STATE OF ILLINOIS.		\$72,377,489
Covington and Richmond Branch.....	20.00	20.00	1. Alton and St. Louis.....	24.00	24.00
16. Columbus and Xenia.....	54.56	54.56	2. Chicago and Alton.....	....	8,308,919
17. Dayton and Cincinnati (Tunnel).....	53.20	....	3. Chicago, Burlington and Quincy.....	204.00	204.00
18. Dayton and Michigan.....	144.00	144.00	Aurora Branch.....	13.00	13.00
19. Dayton and Western.....	38.30	38.38	Lewiston Branch.....	30.00	30.00
20. Dayton, Xenia and Belpre.....	63.00	16.25	Peoria Line.....	53.00	53.00
21. Eaton and Hamilton.....	45.10	45.10	Quincy Line.....	100.00	100.00
22. Fremont, Lima and Union.....	118.00	40.00	4. Chicago and Great Eastern (part).....	20.00	20.00
23. Greenville and Miami.....	32.00	32.00	5. Chicago and Milwaukee (part).....	45.00	45.00
24. Iron.....	56.00	13.00	6. Chicago and Northwestern (part).....	66.00	66.00
25. Little Miami.....	83.40	88.40	Galena Line.....	91.00	91.00
26. Mahoning.....	67.00	67.00	Fulton and Iowa Line.....	137.00	137.00
Hubbard Branch.....	11.00	11.00	Beloit Branch.....	21.00	21.00
27. Marietta and Cincinnati.....	182.80	182.80	Elgin and State Line.....	35.00	35.00
Hillsboro' Branch.....	21.60	21.60	St. Charles Air Line.....	9.00	9.00
Dayton and Eastern Branch.....	42.00	....	Kenosha and Rockford Line (part).....	45.00	45.00
Union Branch.....	9.00	9.00	6. Chicago and Rock Island.....	181.80	181.80
Scioto and Hocking Valley Line.....	55.60	55.60	Port Byron Branch.....	17.00	17.00
28. Michigan Southern and Northern Ind.	12.00	12.00	Total in Illinois.....	308.75	308.75
Goshen Air Line (part).....	63.60	63.60	8. Illinois Central.....	252.20	252.20
Detroit, Monroe and Toledo (part).....	7.00	7.00	Galena Branch.....	146.50	146.50
29. Ohio and Mississippi (part).....	20.30	20.30	Chicago Branch.....	....	29,675,410
30. Pittsburgh, Columbus and Cincinnati.....	117.80	117.80	9. Illinois Coal.....	4.00	4.00
Cadir Branch.....	8.00	8.00	10. Jacksonville, Peoria and Chicago.....	161.50	81.40
31. Pittsburgh, Ft. Wayne & Chicago (part).....	249.00	249.00	11. Joliet and Chicago.....	37.00	37.00
32. Pittsburgh, Maysville and Cincinnati.....	225.00	....	12. Joliet and Northern Indiana (part).....	30.00	30.00
33. Sandusky, Dayton and Cincinnati.....	116.00	116.00	13. Michigan Central (part).....	13.00	13.00
Findlay Branch.....	16.00	16.00	14. Mich. Southern and N. Indiana (part).....	13.00	13.00
34. Sandusky, Mansfield and Newark.....	116.00	116.00	15. Mound City.....	3.50	3.50
Huron Branch.....	10.00	10.00	16. Northern Illinois.....	76.00	76.00
35. Springfield and Columbus.....	19.50	19.50	17. Ohio and Mississippi.....	148.00	148.00
36. Toledo, Wabash and Western (part).....	75.50	75.50	18. Peoria and Bureau Valley.....	46.60	46.60
37. Whitewater Valley.....	43.00	12.00	19. Pittsburgh, Ft. Wayne and Chic. (part).....	18.00	18.00
Total in Ohio.....	3,999.26	3,392.89	20. Rock Island and Peoria.....	71.00	11.00
15. STATE OF MICHIGAN.			21. St. Louis, Alton and Rock Island.....	120.00	....
1. Amboy, Lansing and Traverse Bay.....	192.00	30.00	22. St. Louis, Alton and Terre-Haute.....	168.50	168.50
2. Bay de Noquet and Marquette.....	77.00	33.00	St. Louis Branch.....	25.00	25.00
3. Chicago, Detroit & Canada G'd Junc'n.....	59.00	59.00	Belleville Line.....	14.80	14.80
4. Detroit and Milwaukee.....	188.00	188.00	Total in Michigan.....	....	10,700,000
5. Detroit, Monroe and Toledo.....	52.12	52.12			
6. Flint and Fentonville.....	17.00	....		
7. Flint and Holley.....	18.00	18.00			
8. Flint and Pere Marquette.....	173.00	35.00			
9. Grand Rapids and Indiana.....	183.00	....		
10. Grand River Valley.....	101.00	....		
11. Marquette and Ontonagon.....	70.00	20.00			

Corporate Titles of Companies.	Mileage		Cost of Road and Equipm't.	Corporate Titles of Companies.	Mileage		Cost of Road and Equipm't.
Total.	Completed.			Total.	Completed.		
23. St. Louis, Jacksonville and Chicago.....	185.00	54.00	1,250,000	5. North Beach and Mission.....	3.50	3.50	200,000
24. Sterling and Rock Island.....	52.00	52.00	1,200,000	6. Northern California.....	29.00	29.00	1,200,000
25. Syracuse and Cortlandt.....	5.00	5.00	100,000	7. Omnibus (San Francisco).....	2.80	2.80	150,000
26. Toledo, Peoria and Warsaw.....	111.00	111.00	5,000,000	8. Placerville and Sacramento City.....	34.90	34.90	2,000,000
Mississippi and Wabash.....	116.00	18.00		9. Sacramento Valley.....	22.50	22.50	1,750,000
27. Toledo, Wabash and Western (part).....	175.00	175.00		10. San Francisco and Alameda.....	22.00	5.00	250,000
Meredosia Branch.....	7.00	7.00		11. San Francisco and Oakland.....	4.00	4.00	200,000
Meredosia-Quincy.....	34.00	34.00		12. San Francisco and Sacramento.....	58.00	....	580,000
Clayton-Warsaw.....	26.00	26.00		13. San Francisco and San José.....	50.00	50.00	2,000,000
Total in Illinois.....	3,759.65	3,171.25	\$127,798,081	14. San Francisco and Washoe.....	92.00	....	....
18. STATE OF WISCONSIN.				15. South San Francisco.....	4.00	4.00	100,000
1. Beloit and Madison.....	47.00	47.00	\$1,000,000	16. Western Pacific.....	120.00	....	....
2. Chicago and Milwaukee (part).....	40.00	40.00	1,741,000	Total in California.....	1,285.50	262.50	\$13,800,000
3. Chicago and Northwestern (part).....	176.00	176.00		25. STATE OF OREGON.			
Kenosha-Rockford Line (part).....	28.00	28.00		1. Cascades Transit.....	6.00	6.00	\$200,000
4. La Crosse and Milwaukee.....	95.00	95.00	3,500,000	2. Dalles and Deschutes.....	13.50	13.50	300,000
5. Manitowoc and Mississippi.....	220.00	7.50	200,000	Total in Oregon.....	19.50	19.50	\$500,000
6. Milwaukee and Beloit.....	43.50	....	435,000	26. STATE OF VIRGINIA.			
7. Milwaukee and Prairie du Chien.....	192.00	192.00		1. Alexandria, Loudoun and Hampshire.....	160.00	41.51	\$1,533,038
Southern Line.....	42.41	42.41		2. Alexandria and Fredericksburg.....	38.00	....	....
8. Milwaukee and St. Paul.....	161.80	161.80		3. Alexandria and Washington.....	6.00	6.00	200,000
Horicon Branch.....	42.00	42.00		4. Blue Ridge (State Road).....	16.81	16.81	1,604,761
Madison Branch.....	57.20	57.20		5. Clover Hill (coal).....	18.50	18.50	185,000
9. Mineral Point.....	32.00	32.00	1,000,000	6. Covington and Ohio.....	224.00	....	1,905,644
10. Racine and Mississippi.....	104.00	104.00	3,802,016	7. Fredericksburg and Gordonsville.....	45.00	....	221,572
11. Sheboygan and Fond du Lac.....	43.00	20.00	457,292	8. Manassas Gap.....	139.30	77.77	....
12. Sugar River Valley.....	35.50	....	355,000	Port Royal Branch.....	1.00	1.00	....
Total in Wisconsin.....	1,357.41	1,044.91	\$39,580,741	Gainesville Branch.....	7.96	7.96	
19. STATE OF MINNESOTA.				Harper's Ferry Branch.....	44.12	....	3,153,228
1. Minnesota Central.....	112.00	56.00		9. Norfolk and Petersburg.....	80.00	80.00	2,129,029
St. Paul Branch.....	6.00	....		10. Orange and Alexandria.....	88.80	88.80	
2. Minnesota Valley.....	180.00	26.00	750,000	Warrenton Branch.....	8.90	8.90	6,421,798
3. St. Paul and Lake Superior.....	145.00	10.00	250,000	11. Petersburg (part).....	53.78	53.78	
4. St. Paul and Pacific.....	375.00	50.00	2,500,000	Gaston Branch (part).....	9.03	9.03	959,370
Western Branch.....	220.00	....		12. Richmond and Danville.....	140.50	140.50	....
5. Southern Minnesota.....	420.00	20.00	500,000	Midlothian Branch.....	1.14	1.14	3,726,037
6. Winona and St. Peter.....	150.00	65.00	1,750,000	Manchester Branch.....	1.55	1.55	....
Total in Minnesota.....	1,608.00	227.00	\$8,250,000	13. Richmond, Frederick and Potomac.....	75.00	75.00	1,95,557
20. STATE OF IOWA.				Springfield Branch.....	3.50	3.50	....
1. Burlington and Missouri.....	276.50	75.00	\$2,777,376	14. Richmond and Petersburg.....	22.14	22.14	1,222,523
2. Cedar Rapids and Missouri.....	240.00	122.00	4,000,000	Port Walthall Branch.....	2.75	2.75	....
3. Chicago, Iowa and Nebraska.....	82.10	82.10	2,800,000	15. Richmond and York River.....	38.30	28.66	725,394
4. Des Moines Valley.....	156.00	126.00	4,500,000	16. Roanoke Valley (part).....	8.12	8.12	158,871
5. Dubuque and Sioux City.....	320.00	156.00	5,500,000	17. Seaboard and Roanoke (part).....	63.23	63.23	1,169,246
6. Dubuque, Marion and Western.....	90.00	54.00	1,600,000	18. South Side.....	123.00	123.00	
7. Iowa Central.....	200.00	25.00	1,000,000	City Point Branch.....	9.00	9.00	4,239,537
8. Keokuk, Mt. Pleasant and Muscatine.....	68.50	25.20	1,250,000	19. Virginia Central.....	189.19	189.19	5,493,950
9. McGregor Western.....	165.00	51.00	2,000,000	20. Virginia and Kentucky.....	130.00	....	105,601
10. Mississippi and Missouri.....	312.00	135.00		21. Virginia and Tennessee.....	204.24	204.24	
Oskaloosa Line.....	113.00	95.00		Salt Works Branch.....	9.42	9.42	7,430,835
Total in Iowa.....	2,023.10	946.30	\$36,142,928	Other Branches.....	1.20	1.20	....
21. STATE OF MISSOURI.				22. Winchester and Potomac.....	32.00	32.00	575,831
1. Cairo and Fulton.....	76.79	37.00	\$1,500,000	Total in Virginia.....	2,054.48	1,378.70	\$45,146,843
2. Chariton and Randolph.....	40.00	....	400,000	27. STATE OF NORTH CAROLINA.			
3. Cameron and Kansas City.....	36.00	....	360,000	1. Atlantic and North Carolina.....	94.92	94.92	\$2,157,503
4. Hannibal and St. Joseph.....	206.80	12,983.740		2. North Carolina.....	223.00	223.00	4,235,072
5. Missouri River Valley.....	160.00	....		3. Piedmont (Greensboro' to Danville).....	32.00	32.00	1,000,000
6. North Missouri.....	236.75	168.80	7,441,250	4. Petersburg (part).....	8.22	8.22	
7. Pacific of Missouri.....	282.00	282.00	15,000,000	Gaston Branch (part).....	8.97	8.97	300,484
South West Branch.....	283.00	77.50	4,500,000	5. Raleigh and Gaston.....	97.00	97.00	1,240,241
8. Platte County.....	150.40	52.00	2,000,000	6. Roanoke Valley (part).....	13.88	13.88	317,741
9. Quincy and Palmyra.....	10.50	10.50	250,000	7. Seaboard and Roanoke.....	16.77	16.77	300,000
10. St. Louis and Iron Mountain.....	86.50	86.50		8. Western Coal.....	41.50	41.50	830,000
Potosi Branch.....	3.65	3.65		9. Western North Carolina.....	273.12	81.00	
Total in Missouri.....	1,572.39	924.75	\$50,232,082	Newton Branch.....	3.00	3.00	2,000,000
22. STATE OF KANSAS.				10. Wilmington, Charlotte and Rutherford.....	262.00	112.00	2,500,000
1. Union Pacific—Eastern Div.....	360.00	62.00	\$2,000,000	11. Wilmington and Manchester (part).....	62.50	62.50	741,166
2. Atchison and Pike's Peak.....	120.00	50.00	1,500,000	12. Wilmington and Weldon.....	161.50	161.50	3,076,588
Total in Kansas.....	480.00	112.00	\$3,500,000	13. Charlotte and South Carolina.....	15.00	15.00	120,000
23. NEBRASKA TERRITORY.				Total in North Carolina.....	1,352.42	977.30	\$19,308,018
1. Union Pacific.....	1,200.00	53.00	\$8,000,000	28. STATE OF SOUTH CAROLINA.			
Total in Nebraska.....	1,200.00	53.00	\$8,000,000	1. Blue Ridge.....	53.50	31.50	
24. STATE OF CALIFORNIA.				Branch.....	1.50	1.50	\$2,989,165
1. California Central.....	43.80	43.80	\$2,500,000	2. Charleston and Savannah (part).....	88.32	88.32	1,986,784
2. California and Oregon.....	650.00	....		3. Charlotte and South Carolina (part).....	103.56	103.56	1,619,045
3. Central Pacific.....	120.00	54.00	2,500,000	4. Cheraw and Darlington.....	40.30	40.30	612,000
4. Freeport.....	9.00	9.00	250,000	5. Cheraw and Coal Fields.....	57.00	....	....

Corporate Titles of Companies.	Mileage Total.	Mileage Completed.	Cost of Road and Equipm't.	Corporate Titles of Companies.	Mileage Total.	Mileage Completed.	Cost of Road and Equipm't.
6. Greenville and Columbia.....	143.25	143.25		5. Memphis and Charleston (part).....	157.00	157.00	
Abbeville Branch.....	11.50	11.50	2,762,930	Florence Branch.....	4.00	4.00	3,731,497
Anderson Branch.....	9.50	9.50		6. Mobile and Gerard.....	228.30	57.30	2,000,000
7. King's Mountain.....	22.50	22.50	225,000	7. Mobile and Great Northern.....	67.30	49.16	1,094,200
8. Laurens.....	32.00	32.00	543,403	8. Mobile and Ohio (part).....	68.00	63.00	1,788,373
9. Northeastern.....	102.00	102.00	2,054,815	9. Montgomery and West Point.....	88.50	88.50	
10. South Carolina.....	136.00	136.00		Opelika Branch.....	28.40	28.40	2,265,983
Columbia Branch.....	68.00	68.00	6,503,106	10. Northeast and Southwest.....	209.50	....	619,000
Camden Branch.....	38.00	38.00		11. Selma and Gulf.....	58.80	....	588,000
11. Spartanburg and Ancon.....	67.00	30.00	897,391	12. Tennessee and Alabama Central.....	26.10	26.10	781,500
12. Wilmington and Manchester (part)....	99.00	99.00	1,758,834	13. Tennessee and Coosa.....	36.50	....	365,000
Total in South Carolina.....	1,072.93	988.93	\$22,423,690	14. Wills' Valley.....	82.00	....	410,000
23. STATE OF GEORGIA.*				Total in Alabama.....	1,434.70	891.16	\$21,351,102
1. Atlanta and West Point.....	86.74	86.74	\$1,192,389	33. STATE OF MISSISSIPPI			
2. Augusta and Savannah.....	53.00	53.00	1,032,298	1. Grand Gulf and Port Gibson.....	8.00	8.00	\$200,000
3. Barnesville and Thomaston.....	16.00	16.00	200,000	2. Memphis and Charleston.....	28.00	28.00	692,812
4. Brunswick and Florida.....	67.20	43.50	755,919	3. Mississippi Central (part).....	188.60	188.60	5,055,034
5. Central of Georgia.....	190.72	190.72	3,700,000	4. Mississippi and Tennessee.....	89.42	89.42	2,135,624
6. Charleston and Savannah (part).....	15.00	15.00	333,000	5. Mobile and Ohio (part).....	270.00	270.00	6,731,927
7. East Tennessee and Georgia (part)....	15.00	15.00	520,000	Columbus Branch.....	14.50	14.50	
8. Etowah.....	8.87	8.87	112,526	6. New Orleans, Jackson and G. Northern.....	323.00	118.00	3,789,110
9. Georgia.....	171.00	171.00		7. Raymond.....	7.00	7.00	100,000
Athens Branch.....	39.00	39.00	4,156,000	8. Southern Mississippi.....	143.60	143.60	4,308,000
Warrenton Branch.....	4.00	4.00		Total in Mississippi.....	1,072.12	867.12	\$24,112,507
Washington Branch.....	18.00	18.00		34. STATE OF LOUISIANA			
10. Macon and Brunswick.....	174.00	37.50	1,000,000	1. Baton Rouge, Gross-Tete & Opelousas.....	46.00	17.00	\$327,009
11. Macon and Western.....	102.00	102.00	1,501,964	2. Clinton and Port Hudson.....	22.00	22.00	750,666
12. Main Trunk (Atlantic and Gulf)....	163.50	109.69	2,193,817	3. Mexican Gulf.....	27.00	27.00	662,610
13. Milledgeville and Eatonton.....	22.00	22.00	275,901	4. Milnburg and Lake Pontchartrain.....	6.00	6.00	212,938
14. Milledgeville and Gordon.....	17.00	17.00	213,500	5. New Orleans and Carrollton.....	6.50	6.50	500,000
15. Muscogee.....	50.00	50.00	1,000,000	Branches.....	8.50	8.50	
16. Rome and Kingston.....	20.00	20.00	250,000	6. N. Orleans, Opelousas and Gt. Western.....	258.00	80.00	4,459,680
17. Savannah, Albany and Gulf.....	68.13	68.13	1,386,634	Houston Line.....	161.00	....	1,610,000
18. Southwestern.....	106.10	106.10		7. N. Orleans, Jackson and Gt. Northern.....	89.00	89.00	2,822,070
Butler Branch.....	22.00	22.00	4,000,000	8. Vicksburg, Shreveport and Texas.....	189.00	53.75	1,662,691
Eufala Branch.....	59.08	59.08		9. West Feliciana.....	26.00	26.00	620,000
Fort Gaines Branch.....	21.89	21.89		Total in Louisiana.....	838.00	835.75	\$13,627,664
19. Western and Atlantic (part).....	125.00	125.00	5,345,565	35. STATE OF ARKANSAS			
Total in Georgia.....	1,635.23	1,421.22	\$29,169,573	1. Cairo and Fulton.....	301.00	....	\$1,000,000
30. STATE OF FLORIDA.*				2. Little Rock and Fort Smith.....	155.00	....	200,000
1. Florida.....	154.20	154.20	\$3,084,000	3. Little Rock and Napoleon.....	99.33	....	400,000
2. Florida and Alabama.....	45.10	45.10	1,133,000	4. Memphis and Little Rock.....	146.00	38.50	1,200,000
3. Florida, Atlantic and Gulf Central	59.30	59.30	1,212,000	Total in Arkansas.....	701.33	38.50	\$2,800,000
4. Pensacola and Georgia.....	297.00	112.00	2,719,000	36. STATE OF TEXAS			
Monticello Branch.....	3.90	3.90		1. Buffalo Bayou, Brazos and Colorado.....	160.00	32.00	\$1,200,000
5. Perdido and Junction.....	6.00	6.00	60,000	2. Eastern Texas.....	140.00	21.00	1,000,000
6. Tallahassee.....	21.00	21.00	420,000	3. Galveston, Houston and Henderson.....	240.00	72.00	2,880,000
Total in Florida.....	586.50	401.50	\$8,628,000	4. Houston and New Orleans.....	96.00	96.00	3,000,000
31. STATE OF TENNESSEE.				5. Houston Tap and Brazoria.....	80.00	80.00	2,000,000
1. Central Southern.....	47.58	47.58	\$1,079,572	6. Houston and Texas Central.....	356.00	78.00	78.00
2. Cleveland and Chattanooga.....	30.00	30.00	867,210	Austin Branch.....	120.00	20.00	4,829,772
3. East Tennessee and Georgia (part)....	95.80	95.80	3,117,367	7. Memphis, El Paso and Pacific.....	225.00	....	....
4. East Tennessee and Virginia.....	130.28	130.28	2,866,297	8. Sabine and Rio Grande.....	452.00	....	100,000
5. Edgefield and Kentucky.....	46.70	46.70	1,289,771	9. San Antonio and Mexican Gulf.....	135.00	25.00	500,000
6. Knoxville and Kentucky.....	63.00	....	630,000	10. Southern Pacific.....	783.00	27.50	1,000,000
7. Louisville and Nashville.....	45.00	45.00	1,576,829	Total in Texas.....	72,87.00	451.50	\$16,509,772
8. Memphis and Charleston.....	86.56	86.56		RECAPITULATION.			
Somerville Branch.....	15.40	15.40	2,248,217	States.	Mileage Total.	Mileage Completed.	Cost of Road Total. Per Mile.
Florence Branch (in Ala.).....	....	....		1. Maine.....	640.59	509.37	\$18,134,925 \$35,619
9. Memphis and Ohio.....	130.60	130.60	6,612,219	2. New Hampshire.....	659.33	659.33	22,342,947 33,904
10. Memphis, Clarksville and Louisville..	56.80	56.80	1,592,518	3. Vermont.....	596.73	596.73	24,773,417 41,497
11. McMinnville and Manchester.....	34.20	34.20	590,623	4. Massachusetts.....	1,353.55	1,309.65	59,956,462 45,999
12. Mississippi Central.....	47.40	47.40	1,263,758	5. Rhode Island.....	151.74	119.24	4,941,240 41,513
13. Mississippi and Tennessee.....	9.78	9.78	237,291	6. Connecticut.....	717.54	637.54	23,900,001 37,498
14. Mobile and Ohio (part).....	118.50	118.50	2,957,599	7. New York.....	3,278.17	2,928.17	145,240,291 49,603
15. Nashville and Chattanooga.....	149.75	149.75	3,632,882	8. New Jersey.....	887.80	868.80	49,483,532 56,943
Shelbyville Branch.....	9.00	9.00		9. Pennsylvania.....	4,364.19	3,797.82	195,982,888 51,615
16. Nashville and Northwestern (part)....	167.50	167.50	5,044,879	10. Delaware.....	172.40	126.90	4,921,709 38,753
17. Tennessee and Alabama.....	57.82	45.81	1,185,053	11. Maryland & Dist. of Col.	727.90	486.80	28,558,124 58,641
18. Western and Atlantic (part).....	13.00	13.00	555,932	12. West Virginia.....	361.50	361.50	24,370,667 67,508
19. Winchester and Alabama.....	38.12	38.12	629,662	13. Kentucky.....	940.60	613.60	21,639,876 35,244
Total in Tennessee.....	1,392.49	1,317.78	\$33,977,478	14. Ohio.....	3,999.26	3,892.89	131,872,472 28,865
32. STATE OF ALABAMA.				15. Michigan.....	1,724.12	949.32	39,648,812 41,779
1. Alabama and Florida.....	115.60	115.60	\$2,981,716	16. Indiana.....	2,466.50	2,196.07	72,377,489 32,922
2. Alabama and Tennessee Rivers.....	167.40	109.80	2,446,833	17. Illinois.....	8,759.65	3,171.25	127,798,081 40,302
3. Alabama and Mississippi.....	88.30	88.30	2,000,000	18. Wisconsin.....	1,357.41	1,044.91	39,580,741 37,876
4. Marion and Cahawba.....	14.00	14.00	280,000	19. Minnesota.....	1,608.00	227.00	8,250,000 36,343
* Some few miles ought to be added to the aggregate of Georgia and Florida for the Georgia and Florida Railroad, built during the late war. We, however, have not the figures to represent it. It commences at Station No. 12, of the Atlantic and Gulf Railroad and extends to Live Oak Station, on the Pensacola and Georgia Railroad.				20. Iowa.....	2,023.00	946.30	36,142,928 38,206
				21. Missouri.....	1,572.39	924.75	50,232,482 54,305
				22. Kansas.....	480.00	122.00	3,500,000 28,699

23. Nebraska Territory.....	1,200.00	53.00	3,000,000	56,604	Conn.....	37,498	..	37,498	California.....	52,671	20	42,113
24. California.....	1,285.80	262.50	18,800,000	52,671	N. York.....	49,603	21	48,363	Oregon.....	25,641	..	25,641
25. Oregon.....	19.50	19.50	500,000	25,641	N. Jersey.....	56,943	1	56,374	Virginia.....	32,789	10	29,466
26. Virginia.....	2,054.48	1,378.70	45,146,843	32,739	Penn.....	51,615	5	49,085	N. Car.....	19,762	3	19,169
27. North Carolina.....	1,352.42	977.30	19,308,018	19,762	Delaware.....	38,753	21	37,675	S. Car.....	22,673	5	21,540
28. South Carolina.....	1,072.93	988.93	22,423,690	22,673	Md., &c.....	58,641	21	57,175	Georgia.....	20,517	..	20,517
29. Georgia.....	1,635.23	1,421.22	29,169,513	20,527	W. Va.....	67,508	..	67,508	Florida.....	21,489	..	21,489
30. Florida.....	586.50	401.50	8,628,000	21,489	Kentucky.....	35,244	..	35,244	Alabama.....	28,979	121	20,982
31. Alabama.....	1,434.70	891.16	21,351,102	23,979	Ohio.....	38,865	5	36,922	Mississippi.....	27,811	10	25,080
32. Mississippi.....	1,072.12	867.12	24,112,507	27,811	Michigan.....	41,779	10	37,602	Tennessee.....	25,779	4	24,748
33. Tennessee.....	1,392.49	1,317.78	33,977,478	25,779	Indiana.....	32,922	21	32,099	Arkansas.....	31,169	25	23,377
34. Arkansas.....	701.33	38.50	3,800,500	31,169	Illinois.....	40,302	5	38,201	Louisiana.....	40,559	20	32,447
35. Louisiana.....	888.00	835.75	13,627,664	40,559	Wisconsin.....	37,876	5	35,983	Texas.....	36,607	331	24,405
36. Texas.....	2,787.00	451.50	16,509,772	30,607								

Total United States..... 51,284.87 35,316.40 \$1,388,555,268 \$38,998

Six New England States.... 4,119.48 3,831.86 \$154,048,992 \$40,199

Five Middle Atlantic States.... 9,430.46 8,207.99 424,186,541 51,679

Twelve Northern Interior States, &c..... 21,502.43 13,970.59 557,913,148 39,998

Two Pacific States..... 1,305.30 282.00 14,300,000 50,539

Five Southern Atlantic States 6,701.56 5,167.65 124,676,061 24,129

Six Gulf and Southern Interior States..... 8,225.64 3,901.81 113,428,523 29,064

Total United States..... 51,284.87 35,316.40 \$1,388,555,268 \$38,998

In making the reductions to cost per mile in the above table, the aggregate cost in each State has been divided by the completed mileage. This makes a greater or less error in result, according to the activity of railroad construction in the States severally. Thus in the New England States generally the result obtained by this process is nearly accurate, since the difference between completed and progressing roads is small. In the new States, however, in which large amounts have been expended on roads as yet incomplete, the difference is necessarily wider apart. Making reductions for the actual condition of affairs in the several States, a near approximation to the truth is arrived at. The following table is based on this proposition:

APPROXIMATE COST PER MILE OF ROAD.

States.	Cost as above, per cent.	Resulting Cost.	States.	Cost as above, per cent.	Resulting Cost.	
Maine.....	\$35,619	1	\$35,268	Minnesota.....	\$36,343 20	\$29,705
N. Hamp.....	33,904	..	33,904	Iowa.....	38,206 20	30,565
Vermont.....	41,497	..	41,497	Missouri.....	54,305 10	48,875
Mass.....	45,999	..	45,999	Kansas.....	33,334 25	27,000
Rhode Isl.....	41,513	1	41,098	Nebraska.....	56,604 50	28,302

The following table shows the PROGRESS OF RAILROAD CONSTRUCTION, from the year 1827, when the only railroad in America was that belonging to the Quincy Company, extending from their quarry to tide-water in Boston Harbor, to the commencement of the present year, 1866, when the United States, in the aggregate is traversed by a longer length of track than is found in all other parts of the world together! and if the equivalent single track be measured, the whole would girdle the earth at the equator with a double track line!

Year.	Miles.	Year.	Miles.	Year.	Miles.	Year.	Miles.
1827.....	3	1837.....	1,421	1847.....	5,336	1857.....	22,625
1828.....	3	1838.....	1,843	1848.....	5,682	1858.....	25,090
1829.....	28	1839.....	1,920	1849.....	6,350	1859.....	26,755
1830.....	41	1840.....	2,197	1850.....	7,475	1860.....	28,771
1831.....	54	1841.....	3,319	1851.....	8,589	1861.....	30,593
1832.....	131	1842.....	3,877	1852.....	11,027	1862.....	31,769
1833.....	576	1843.....	4,174	1853.....	13,497	1863.....	32,471
1834.....	762	1844.....	4,311	1854.....	15,672	1864.....	33,860
1835.....	918	1845.....	4,522	1855.....	17,398	1865.....	34,442
1836.....	1,102	1846.....	4,870	1856.....	19,251	1866.....	35,361

PASSENGER RAILROADS.

It is almost impossible to follow the progress of city railroad construction. All our large and many of our second or third rate cities have these accommodations, and in several instances they extend far into their neighborhoods. We have lists which, at some future time, and when more complete, we shall publish. These, incomplete as they are, sum up to more than 1,100 miles, and with their second tracks cannot measure less than 1,650 miles. If we add these to the commercial and mineral roads given in the tables as above, we find that the total length of road in the Union is 37,000 miles, or, with second track, no less than 50,000 miles, costing, in round numbers, \$1,450,000,000.

CENSUS STATISTICS OF MANUFACTURES PRODUCED IN THE UNITED STATES DURING THE YEAR ENDING JUNE 1, 1860.

State and Territories.	No. of Establishments.	Capital Invested.	Cost of Raw Material.	Average No. of Hands Employed.	Annual Cost of Labor.	Annual Value of Product in 1860.	Per Cent. Val. of An. Prod. in 1860.	Increase, due per Capita.
Maine.....	8,510	\$23,044,020	\$21,558,066	21,827	9,792	\$8,388,691	\$24,661,057	54.4 \$60 78
New Hampshire.....	2,592	28,274,094	20,599,857	18,379	13,961	8,110,561	37,586,458	62.2 115 27
Vermont.....	1,883	9,498,617	7,608,938	8,563	1,984	3,004,986	14,637,907	8,570,920 70.8 46 48
Massachusetts.....	8,176	132,792,827	135,058,721	146,268	71,153	55,960,913	255,545,922	157,748,994 62. 207 53
Rhode Island.....	1,191	24,278,295	19,858,515	20,795	11,695	8,760,125	40,711,296	22,117,888 84. 238 14
Connecticut.....	3,019	45,590,480	40,909,090	44,002	20,467	19,026,196	81,924,553	47,114,685 73.8 178 04
Total in N. E. States.....	20,871	\$257,477,758	\$245,528,107	262,824	129,002	\$104,281,478	\$468,599,287	\$288,872,747 65.86 \$149 46
New York.....	92,624	172,895,652	214,818,061	177,885	58,227	45,446,759	379,170,939	287,597,249 59.45 97 61
New Jersey.....	4,178	40,521,048	41,429,100	43,198	12,829	16,277,887	76,806,104	39,851,256 91.4 118 54
Pennsylvania.....	22,363	190,055,904	183,477,698	182,593	39,589	60,389,185	290,191,183	155,044,910 87.1 99 59
Delaware.....	615	5,452,887	6,028,918	5,465	956	1,905,754	9,892,902	4,649,296 117.78 89 59
Maryland.....	8,083	23,280,608	25,494,007	21,680	6,778	7,190,672	41,735,157	38,048,892 26.3 60 74
District of Columbia.....	429	2,905,865	2,884,185	2,658	495	1,189,154	5,412,102	2,690,208 101. 72 08
Total in Middle States.....	58,287	\$425,061,984	\$444,126,969	489,424	118,819	\$152,328,841	\$802,638,892	\$472,876,861 69.67 \$96 31
Ohio.....	11,128	57,295,803	69,800,270	65,749	9,853	29,202,939	121,691,148	62,692,379 94.1 52 01
Indiana.....	5,323	18,451,121	27,142,597	20,563	739	6,818,835	42,808,469	18,735,428 128.5 31 69
Michigan.....	3,448	23,808,226	17,635,611	22,144	1,046	6,735,047	32,658,356	11,169,002 192.4 45 59
Illinois.....	4,268	27,548,568	35,558,782	23,489	479	7,637,921	57,580,896	16,584,272 248.8 38 66
Wisconsin.....	8,064	15,831,581	17,187,884	14,641	778	4,268,708	27,849,467	9,293,068 199.9 85 69
Minnesota.....	562	2,888,810	1,904,070	2,104	19	712,214	3,878,172	58,800 56.86 19 90
Iowa.....	1,939	7,247,190	8,612,259	6,142	165	1,923,417	18,971,825	3,551,783 298.8 20 70
Missouri.....	8,157	20,084,220	23,849,941	18,628	1,053	6,669,916	41,732,731	24,024,418 71.8 35 35
Kentucky.....	3,450	20,256,579	22,295,759	19,587	1,671	6,020,082	37,981,240	21,710,912 74.7 32 82
Kansas.....	344	1,084,935	1,444,975	1,700	35	880,346	4,357,408	.... 30 79
Tennessee.....	107	266,575	287,215	384	2	105,893	607,928	.... 21 01
Total in Western States.....	86,785	\$194,212,548	\$225,618,818	194,081	15,828	\$68,578,807	\$384,606,580	\$168,058,757 128.8 \$37 58
Virginia.....	5,935	26,985,560	30,840,531	32,606	3,568	8,544,117	50,652,124	29,602,507 71.1 38 63
North Carolina.....	8,689	9,693,703	10,208,228	12,104	2,118	2,689,441	16,678,698	9,111,050 88. 16 80
South Carolina.....	1,230	6,931,756	5,195,881	6,098	893	1,380,027	9,615,195	7,045,477 22.8 12 24
Georgia.....	1,890	10,890,275	9,956,582	9,492	2,083	2,925,148	16,925,564	7,082,075 139. 16 09
Florida.....	185	1,874,125	574,506	2,397	157	619,840	2,447,969	668,895 266. 17 43
Alabama.....	1,459	9,098,181	5,459,968	6,792	1,097	2,152,940	10,588,566	4,593,876 133.8 10 98
Louisiana.....	1,744	7,151,172	6,738,486	7,873	916	8,688,679	15,597,478	6,779,417 130. 22 01
Texas.....	933	8,272,450	8,367,372	8,388	111	1,162,756	6,577,202	1,162,588 462. 10 88
Mississippi.....	976	4,384,492	8,146,686	4,572	203	1,618,380	6,590,687	2,912,068 126. 8 65
Arkansas.....	518	1,816,610	1,250,503	1,881	46	554,240	2,880,573	537,908 485. 6 61
Tennessee.....	2,572	14,426,261	9,416,514	11,582	946	8,370,687	17,987,225	9,725,608 84.9 16 20
Total in Southern States.....	20,631	\$95,974,585	\$86,548,152	98,588	12,188	\$28,651,195	\$155,531,281	\$79,161,859 96.47 \$17 08
California.....	8,468	22,048,096	27,051,674	49,169	57	28,402,287	68,255,228	12,862,522 450. 129 90
Oregon.....	309	1,387,288</						

MUNICIPAL SECURITIES LIST.

DESCRIPTION.	Amount out- standing.	Inter- est payable	Princi- pal pay- able,	Market Price.	DESCRIPTION.	Amount out- standing.	Inter- est payable	Princi- pal pay- able,	Market Price.	DESCRIPTION.	Amount out- standing.	Inter- est payable	Princi- pal pay- able,	Market Price.
Albany, N. Y. (\$1,580,000): 5 per cents, municipal	100,000	J. & D.	'70-'74	5 per cents, municipal	Fall River, Mass.:	\$222,500	var.	'64-'72	5 per cents, consolidated	Philadelphia, Pa. (\$28,910,484)	\$689,967	J. & J.	'64-'73	
" "	225,000	J. & J.	'66-'69	" " " K. & P. R. R.	Gardiner, Me.:	150,000	M. & N.	1870	" " "	69,256	" " "	'74-'82		
" "	100,000	J. & J.	'80-'84	Hannibal, Mo.:	10 per cents, municipal	40,000	var.	var.	" " "	1,152,247	" " "	'64-'73		
" " water	850,000	F. & A.	'70-'81	10 "	Pike Co. R.R.	50,000	Feb.	'68-'79	" " "	2,902,308	" " "	'74-'83		
" " Alb. N. R.R.	800,000	M. & N.	1879	10 "	" (N.Y.)	141,000	"	'74-'81	" " "	9,606,307	" " "	'84-'90		
" " A. & W. S. R.R.	1,000,000	J. & J.	'65-'70	Hartford, Ct.:	123,800	var.	'64-'80	5 per cents, " Poor	4,237,556	" " "	'84-'90			
Alleghany City, Pa. 7 per cents, municipal		J. & J.	var.	6 per cents, municipal	130,000	F. & A.	1882	Philada. City	552,700	" " "	'64-'74			
" " railroad		J. & J.		6 " park	500,000	J. & J.	1876	127,295	489,600	" " "	'75-'79			
Augusta, Ga. (\$303,000): 6 per cents, municipal	103,000	var.	'67-'78	6 " railroad	250,000	J. & D.	1883	Southwark	99,150	" " "	'64-'81			
" " K. & P. R. R.	200,000	A. & O.	1870	6 " water	125,000	J. & J.	1883	110,606	1,743,200	" " "	'64-'77			
Baltimore, Md.: 5 per cents, Int. Improv.	4,963,216	Qtrly.	'38-'70	6 " "	Keokuk, Iowa:	5 " "	"	Richmond	34,146	" " "	'82-'93			
" " Miscellaneous	400,920	var.		8 per cts., railroad	600,000	var.		Spring Garden	17,000	" " "	1865			
" " Court House	169,764	"		10 " " (splitax)	150,000	var.	'65-'74	17,260	726,200	" " "	'55-'85			
" " Water	3,500,000	"		Lawrence, Mass.:	58,925	var.	'65-'74	Kensington	204,200	" " "	'65-'81			
" " New Jail	250,000	"		6 " " coupon	63,000	"	'65-'71	District of Penn.	60,335	" " "	'65-'76			
" " B. & O. R.R.	5,000,000		1890	7 " " "	118,000	"	'65-'75	Moymensing	6,000	" " "	'68-'71			
" " P. & C. R.R.	1,000,000	J. & J.	1886	6 " " water	650,000	J. & J.	'77-'83	Frankford	48,459	" " "	'70-'73			
" " Park	635,996	1890		8 per cts., railroad	600,000	var.		North Liberties	30,784	" " "	'70-'80			
" " Float & D'fns.	225,000	var.		10 " " "	150,000	var.		West Phila.	71,313	" " "	'72-'73			
" " Bounty	9,900			Lawrence, Mass.:	13,000	var.	'63-'75	Philada. County	1,000	" " "	1875			
" " N.W.Va. guar.	1,500,000	J. & J.	1873	10 " " "	130,000	"	'63-'82	Pittsburg, Pa.:	360,117	" " "	'70-'75			
" " Y. & C.	1,877	"		6 " " "	151,550	"	'63-'79	6 per cents, municipal	1,009,700	J. & J.	var.			
" " W.Md.R.R.	200,000	"	1890	5 & 6 p. "	42,000	Feb.	'69-'75	4 " " railroad	1,800,000	" " "	1913			
Bangor, Me. (\$76,567): 6 per cents, municipal	208,70	var.	'66-'82	5 per cents, municipal	58,000	annual	'64-'67	Portland, Me. (\$3,101,245):	1,030,246	var.	'66-'84			
" " K. & P. R. R.	720,000	"	'66-'74	60,000	"	'72-'82	6 per cents, municipal	1,800,000	"	'68-'70				
Bath, Me. (\$404,000): 6 per cents, municipal	201,00	var.	'66-'73	60,000	"	'72-'87	6 " " A. & St. L. R. R.	500,000	A. & O.	1866				
" " K. & P. R. R.	200,000	A. & O.	1870	5 & 6 p. "	42,000	Feb.	'69-'75	Portsmouth, N. H.:	35,700	M. & S.	'66-'72			
Boston, Mass. (\$11,719.52): 41 per cents, municipal	582,206	var.	'78-'84	6 per cents, municipal	5 " "	"	"	5 " " " Volunteer Aid	11,800	" " "	'66-'69			
" " "	1,607,618	"	'66-'70	7 " " "	M. & N.	1887	"	7 per cents, municipal	19,000	" " "	'66-'71			
" " "	2,693,000	"	'71-'85	6 " " "			"	6 " " " A. & O.	58,000	A. & O.	'67-'82			
" " "	364,000	"	'81-'85	Lynn, Mass.:	46,000		1882	7 per cents, municipal	30,000	J. & D.	1871			
" " "	1,2,511	"	'71-'88	5 " " "	20,000		1874	7 " " railroad	90,000	" " "	1866			
" " "	400,000	"	'78-'79	6 " " "	60,000		1879	6 per cents, municipal	37,877	var.	'66-'86			
" " "	1,947,711	"	'72-'73	18,800		'64-'69	6 " " water	14,000	" " "	'69-'78				
" " "	928,000	"	'70-'78	76,300		'63-'74	6 " " bounty	169,500	A. & O.					
Brooklyn, N. Y.: 6 per cents, municipal	791,200	J. & J.	'66-'74	Manchester, N. H.:	7,100	sem.an.	'72-'78	Providence, R. I.:	52,000	var.	var.			
" " "	245,000	"	'75-'85	6 per cents, municipal	99,500	"	'66-'78	Racine, Wisc.:	500,000	M. & S.	1885			
" " "	40,000	"	'86-'95	6 " " (coupon)	67,500	"	'80-'88	10 per cents, plank road, etc.	48,000	var.	var.			
" " "	25,000	M. & N.	'66-'68	10 per cents, municipal	J. & J.	var.		8 " " harbor	25,000	var.	var.			
" " Williamsburg	323,070	J. & J.	'66-'81	8 " " "	17,000	"		7 " " railroad	300,000	var.	var.			
" " water	1,700,000	"	'68-'81	10 " " " re-adjust'd	50,000	J. & D.	1894	Rochester, N. Y.:	7 per cents, Floating	66,000	A. & O.	'74-'82		
" " "	749,000	"	'81-'86	8 " " " railroad	754,500	var.		6 " " City Hall	62,000	J. & J.	'66-'73			
" " "	819,000	"	1891	6 per cents, municipal	103,185	var.	'64-'80	7 " " Bridge & Impr.	129,000	" " "	'66-'82			
" " "	1,432,000	"	1893	7 " " "	280,000	sem.an.	'70-'83	6 " " " 60,000	60,000	" " "	'76-'82			
" " "	860,000	"	1899	10 " " " municipal	1,665,000	"	'73-'84	St. M'Fire Eng's	20,000	" " "	'81-'82			
Buffalo, N. Y. (\$354,000): 6 per cents, municipal	216,000	var.	'66-'79	New Nashua, N. H.:	150,000	J. & J.	'67-'87	R. & Gen. V.R.R.	242,000	J. & J.	'66-'76			
" " "	299,000	"	'66-'82	6 per cents, municipal	20,000	F. & A.	1872	Sacramento City, Cal.:	6 per cent's, municipal S. F.	1,474,800	var.	'88-'90		
" " war and relief.	19,1500	"	'82-'85	7 " " "	37,000	J. & J.	1883	St. Louis, Mo. (\$4,76,500):	6 per cents, Pacific R. R.	458,000	var.	'71-'73		
Cambridge, Mass.: 5 per cents, municipal	161,000	var.	'66-'82	7 " " " Volunteer Aid	15,000	J. & D.	1894	6 per cents, Pacific R. R.	6 " " " O. & M. R. R.	420,000	J. & J.	'72-'74		
" " "	15,000	"	'66-'71	New Bedford, Mass.:	425,150	A. & O.	'63-'84	6 " " " Iron M'Un R. R.	6 " " " Iron M'Un R. R.	285,000	" " "	'74-'77		
" " "	65,000	"	'66-'77	5 per cents, municipal	150,000	J. & J.	1883	6 " " " M. R. R.	6 " " " M. R. R.	394,00	" " "	'74-'75		
" " "	45,692	"	'66-'69	6 per cents, municipal	19,500	M. & N.	1888	6 " " " municipal	6 " " " municipal	1,132,000	var.	'66-'82		
" " bridge	20,000	F. & A.	1872	6 per cents, municipal	150,000	A. & O.	'73-'84	6 " " real estate	519,000	" " "	'66-'90			
" " water	50,000	J. & J.	1851	7 per cents, municipal	20,000	F. & A.	1872	6 " " sewerage	419,000	" " "	'70-'88			
Camden, N. J.: 6 per cents, municipal	38,100	J. & J.	'65-'74	6 " " bridge	37,000	J. & J.	1883	6 " " " 249,000	249,000	" " "	'71-'87			
" " "	27,300	"	'78-'81	8 " " "	15,000	"	1883	6 " " " water	483,000	" " "	'71-'83			
Charlestown, Mass.: 5 per cents, municipal	50,000	J. & J.	'67-'73	10 " " " municipal	19,500	M. & N.	1888	6 " " " harbors	216,000	" " "	'66-'86			
" " "	52,000	var.	'65-'67	5 per cents, municipal	150,000	A. & O.	'73-'84	6 " " " wharfs	163,000	" " "	'67-'81			
" " "	78,000	"	'68-'77	5 per cents, municipal	3,000,200			San Francisco, Calif.:	10 per cents, municipal	1,352,600	M. & N.	1871		
" " "	174,060	A. & O.	'77-'83	5 per cents, municipal	2,147,000			10 " " " fire	178,500	J. & J.	1866			
" " "	202,000	"	'82-'83	5 per cents, municipal	900,000			10 " " " school	79,500	" " "	1870			
Chelsea, Mass.: 5 per cents, municipal	105,000	A. & O.	'70-'72	5 per cents, water	100,000			7 " " " city & county	1,300,000		'77-'84			
" " "	74,000	"	'79-'84	5 per cents, water	612,700			7 " " " municipal	960,900	A. & O.	1883			
" " "	117,000	var.	'63-'77	5 per cents, water	1,875,00			6 " " " city & county	329,000	J. & J.	1875			
Chicago, Ill. (\$3,790,807): 7 per cents, municipal (old)	70,000	J. & J.	'66-'74	5 per cents, water	1,875,00			6 " " " city & county	1,133,500	J. & J.	1888			
" " "	907,000	A. & O.	1881	5 " " " Crot. n water	3,006,071			Springfield, Ill.:	51,467		'63-'82			
" " "	100,000	J. & J.	'66-'74	5 " " " Wat. Stk. 49 & 54	1,985			10 per cents, municipal	55,000		'63-'81			
" " "	200,000	"	'75-'76	6 " " " 54 & 57	2,248,000			8 " " " " -----						
" " "	674,000	"	'79-'87	5 " " " Build'g Sfk No.3	1,878,00			Taunton, Mass.:	86,000	J. & J.	var.			
" " "	413,000	"	1888	5 " " " " No. 4	115,000			6 per cents, town bonds	85,000	J. & J.	var.			
" " "	252,000	"	1888	5 " " " Fire indemnity	402,768			Watertown, Wis.:	100,000	J. & J.	var.			
" " "	1,0,000,00	"	1888	5 " " " Central Park	399,300			8 per cents, municipal	140,000	J. & J.	1878			
Cincinnati, O. (\$3,400,000): 6 per cents, municipal	200,000	A. & O.	'71-'85	6 " " " Add. Improv.	3,066,071			8 per cents, W. & W. R.R.	12,000	J. & J.	1877			
" " "	1,494,000	var.	'70-'99	6 " " " W. Wash. Mark't	2,248,000			6 " " " Troy Un'r R.R.	115,000	J. & J.	1876			
" " "	8,750,000	var.	'60-'85	6 " " " Publ. Bldg. No.3	1,986,000			5 " " " Schen. & T.R.R.	154,000	J. & J.	'66-'72			
" " "	1,275,000	var.	'80-'90	6 " " " Dock & Slips.	1,983,000			6 " " " Schen. & T.R.R.	65,000	J. & J.	'66-'80			
Cleveland, Ohio \$142,840: 7 per cents, municipal	221,000	J. & J.	'66-'76	5 " " " Publ. Education	1,984,000			Utica, N. Y.:	80,000	J. & J.	1878			
" " "	21,000	"	1879	6 " " " Croton water	1,800,000			8 per cents, M. lv. & W. R.R.	200,000	J. & J.	1877			
" " "	5,00,00	"	'79-'81	6 " " " Floating Debt.	2,48,000			8 " " " W. & Mad. R.R.	200,000	J. & J.	1876			
" " "	82,000	"	'70-'71	6 " " " Publ. Bldg. No.3	150,000			8 " " " C. St. P. & F. u. L.	200,000	J. & J.	1876			
" " "	38,545	var.	'69-'71	6 " " " Dock & Slips.	500,000			Wheeling, W. Va.:</						

RAILROAD EARNINGS—MONTHLY.

Atlantic and Great Western :	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1864.....	207,298	229,041	226,733	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,810	357,556	3,709,970
1865.....	354,755	383,147	449,815	406,680	406,422	521,174	595,523	738,527	677,025	719,911	731,270	-----	-----
Chicago and Alton :													
1860.....	55,734	55,123	74,690	63,905	86,211	76,426	81,463	103,635	94,928	107,758	73,751	64,937	938,641
1861.....	81,581	75,621	78,361	65,358	75,250	68,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862.....	75,169	93,591	110,935	72,198	81,984	90,625	95,098	128,191	132,639	119,409	115,201	111,955	125,001
1863.....	109,850	101,355	104,372	122,084	132,301	145,542	149,187	157,948	170,044	170,910	156,869	155,294	1,673,706
1864.....	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	346,554	320,879	207,303	252,016	2,770,484
1865.....	261,903	252,583	288,159	263,149	312,816	243,985	315,944	399,562	356,076	294,804	-----	-----	-----
Chicago and Rock Island :													
1860.....	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861.....	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	162,537	123,319	118,763	1,261,056
1862.....	120,776	90,607	75,676	76,459	102,383	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863.....	140,024	130,225	122,512	126,798	144,995	170,937	189,142	196,308	210,729	216,030	196,435	201,134	1,956,267
1864.....	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865.....	385,554	246,331	289,403	186,172	227,260	311,180	232,287	288,095	384,290	300,707	261,141	-----	-----
Chicago and Northwestern :													
1863.....	-----	-----	-----	-----	-----	366,100	281,334	206,169	473,186	551,122	435,945	407,688	2,311,544
1864.....	273,876	317,839	390,855	41,383	466,830	565,145	480,710	519,306	669,605	729,759	716,378	568,400	6,114,566
1865.....	541,005	482,164	499,296	468,358	585,623	747,942	702,681	767,508	946,707	921,886	749,191	-----	-----
Cleveland and Toledo :													
1859.....	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860.....	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	899,499
1861.....	85,239	76,918	85,663	90,324	65,302	63,137	52,289	60,285	84,640	98,523	88,401	105,263	956,959
1862.....	106,263	88,468	103,175	87,915	68,716	64,910	71,716	78,558	102,176	112,507	117,284	164,876	1,167,544
1863.....	145,916	146,839	165,780	121,278	103,407	99,569	90,882	96,134	130,551	160,397	143,836	185,920	1,579,505
1864.....	154,058	176,105	203,320	158,077	125,000	100,000	113,515	154,245	182,110	183,849	184,614	208,291	1,942,993
1865.....	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Erie :													
1859.....	304,708	319,503	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,950	536,808	414,764	4,461,049
1860.....	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,335,424
1861.....	404,507	391,932	455,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,582
1862.....	689,097	601,595	638,008	626,070	587,416	528,842	566,024	615,962	756,421	885,136	902,906	963,869	8,400,384
1863.....	845,695	830,949	956,445	948,059	848,783	770,143	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864.....	984,837	934,133	1,114,503	1,009,507	1,072,293	1,041,975	904,317	1,105,364	1,301,005	1,222,568	1,224,909	1,244,100	1,234,217
1865.....	908,341	886,039	1,240,626	1,472,120	1,339,279	1,225,523	1,152,803	1,364,126	1,345,456	1,406,387	1,451,217	-----	-----
Hudson River :													
1859.....	192,161	190,689	175,773	121,123	141,269	115,444	125,308	155,164	156,973	170,157	157,443	232,083	1,963,434
1860.....	212,714	209,422	161,047	134,006	156,281	129,996	140,860	167,220	180,000	193,951	189,549	220,370	2,075,522
1861.....	223,157	206,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,028,537
1862.....	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	211,118	239,911	270,083	403,571	2,922,976
1863.....	458,953	425,047	366,802	270,676	244,771	202,392	190,364	216,100	268,100	302,174	295,750	484,550	3,726,140
1864.....	501,231	472,240	356,626	278,540	281,759	253,049	275,726	306,595	381,000	340,900	340,738	507,552	4,274,556
1865.....	525,936	418,711	424,870	311,540	351,759	310,049	-----	-----	-----	-----	-----	-----	-----
Illinois Central :													
1860.....	185,257	185,926	209,904	183,758	210,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861.....	321,844	279,268	229,534	192,054	199,488	177,829	186,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862.....	310,190	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	389,463	8,445,827
1863.....	299,944	271,085	275,643	289,224	324,687	407,992	343,924	511,305	478,576	496,433	437,679	424,531	4,071,028
1864.....	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	796,236	661,391	657,141	603,492	6,329,447
1865.....	546,410	522,555	592,276	491,297	454,604	590,001	531,996	661,548	706,740	621,849	624,968	-----	-----
Marietta and Cincinnati :													
1862.....	38,904	26,252	25,801	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863.....	38,203	53,773	60,540	64,306	35,326	40,706	58,704	52,864	77,112	88,056	76,764	68,863	710,225
1864.....	77,010	74,400	89,901	72,389	88,903	78,697	91,809	90,972	93,078	93,546	96,908	96,453	1,163,165
1865.....	98,112	74,283	70,740	106,689	146,943	224,882	217,150	170,654	228,020	310,595	226,840	-----	-----
Milwaukee and Prairie du Chien :													
1860.....	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861.....	54,246	44,927	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,930	1,153,407
1862.....	83,903	62,907	47,010	61,759	130,218	144,915	105,721	76,163	154,369	122,272	61,835	116,734	1,168,734
1863.....	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,553	156,417	206,055	183,342	124,256	1,247,256
1864.....	102,749	115,155	88,221	140,418	186,747	212,209	130,647	113,399	168,218	178,526	149,099	117,013	1,711,281
1865.....	198,183	74,283	70,740	106,689	146,943	224,882	217,150	170,654	228,020	310,595	226,840	-----	-----
Michigan Southern & Northern Indiana :													
1859.....	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	178,870	218,465	196,495	152,172	1,754,819
1860.....	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,861	273,722	205,492	134,972	2,068,896
1861.....	140,925	116,933	153,170	186,951	170,382	161,391	126,588	178,778	236,690	276,181	189,077	129,087	2,189,077
1862.....	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	308,284	279,539	2,647,833
1863.....	248,734	230,508	256,432	238,495	236,453	206,221	193,328	215,449	238,012	308,106	375,567	332,260	3,302,541
1864.....	256,600	304,446	328,454	330,651	326,227	275,166	265,780	263,244	316,781	402,219	407,107	448,934	411,806
1865.....	363,996	366,361	413,322	366,245	353,194	402,122	365,963	413,501	490,694	447,670	-----	-----	-----
Michigan Central :													
1860.....	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,640	251,423	300,474	196,182	129,022	2,025,142
1861.....	142,334	105,671	172,614	149,550	133,620	123,377	144,982	236,846	307,533	242,059	100,134	124,082	2,315,501
1862.....	192,272	171,267	244,423	258,674	283,996	254,285	328,725	414,707	448,994	463,873	466,557	454,826	4,088,537
1863.....	335,685	361,884	396,771	429,929	505,517	484,809	451,884	574,486	714,302	815,902	746,955	520,009	6,324,085
1864.....	436,742	532,786	617,021	668,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	-----	-----
New York Central :													
1859.....	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860.....	387,123	402,530	561,078	586,141	551,700	495,943	544,494	692,382					

AMERICAN RAILROAD BOND LIST.

^{*}) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.				Price.	Description.	Amount.	Interest.			
		When payable.	Where payable.	Due.	Interest.				When payable.	Where payable.	Due.	Price.
Alabama and Florida :							Chicago and Milwaukee :					
Mortgage	\$300,000	7					1st General Mort.	2,000,000	7	Jan. & July.	New York.	1398
Convert. (guar. by Dir.)	150,000	7					Chicago and Great Eastern :					85
Alabama and Tenn. Rivers :							1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894
1st Mortgage convertible.	833,000	7	Jan. & July.	New York.	1872		Chicago and Rock Island :					
2d Mortgage	225,705	8					1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870
Albany and Susquehanna :							Income bonds	53,500	8	May & Nov.	" var.	
Mortgage	1,016,739	7	April & Oct.	Albany.	1883		Chicago and Northwestern :					
Allegheny Valley :							Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885
Mortgage	570,000	7	April & Oct.	Pittsburg.	1891		General 1st Mortgage	3,600,000	7	" "	" "	97
Atlantic and Gt. Western (N.Y.) :							Funded Coupon Bonds	756,000	7	May & Nov.	" "	82 ¹
1st Mortgage (S. F.)	980,000	7	April & Oct.	London.	1880	80	Consolidated Sinking Fund	270,483	7	F. M. A. & N.	" "	83
2d Mortgage	593,500	7	" "	" "	1882	75	Equipment Bonds	184,000	7	Jan. & July.	" "	80
Atlantic and Gt. Western (Pa.) :							Appleton Extension Bonds	300,000	7	Feb. & Aug.	" "	94
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	London.	1877	81	Green Bay Extension Bonds	245,000	8	Jan. & July.	" "	79
2d Mortgage	955,000	7	" "	" "	1882	77	Flagg Trust Bonds					
Eastern Coal Fields Branch.	400,000	7	" "	" "	1882		Cincinnati, Hamilton and Dayton :					
Atlantic and Great Western (O.) :							1st Mortgage	379,000	7	Jan. & July.	New York.	1867
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	96 ¹	2d Mortgage	1,250,000	7	May & Nov.	" "	110
2d Mortgage		7	Jan. & July.	" "	1883	98	Cincinnati, and Zanesville :					116
Atlanta and St. Lawrence :							1st Mortgage	1,300,000	7	May & Nov.	New York.	1893
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92	Cleveland and Mahoning :					
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1873	96	1st Mortgage	350,000	7	Feb. & Aug.	New York.	1873
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	98	2d Mortgage	244,200	7	March & Sept.	" "	107
Baltimore and Ohio :							3d Mortgage	658,200	8	" "		110
Maryland Sterling B'ds of 1838.	3,000,000	5	Ja. Ap. Ju.Oc.	London.	1838		Clev., Painesville and Ashtabula :					
Mortgage Coupon	" 1853	6	April & Oct.	Baltimore.	1885	100	Special (Sunbury and Erie) :	500,000	7	Feb. & Aug.	New York.	1878
" " "	" 1850	6	76,000	"	1880	1024	Dividend Mortgage	1,010,000	7			121
" " "	" 1855	6	Jan. & July.	"	1875	1014	Cleveland and Pittsburg :					
" " "	" 1834	6	96,084	Ja. Ap. Ju.Oc.	1867	96 ¹	2d Mort. (M. L.) or 1st Extension	1,157,000	7	March & Sept.	New York.	1873
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	190	3d Mort. (M. L.) or 2d Extension	1,728,500	7	" "	" "	90
Bay de Noquet and Marquette :							4th Mort. (M. L.) or 3d Extension	1,108,740	6	Jan. & July.	" "	95
Income	100,000	8	April & Oct.	Boston.	1870		River Line bonds	4,000	7			73
Bellefontaine and Indiana :							Dividend bonds	24,811				
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101 ¹	Income bonds	3,500				
1st Mortgage extended	422,000	7	" "	" "	1870		Clev., Columbus and Cin. :					
2d Mortgage	116,000	7	" "	" "	1870		1st Mortgage, Coupon	491,500	7	Jan. & July.	New York.	64-90
Income bonds	87,000						Cleveland and Toledo :					
Real Estate bonds	47,550						Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867
Belvidere Delaware :							Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	" "	101
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95	Tol. Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	" "	75
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	96	C. and T. Dividend (convert.)	12,235	7	April & Oct.	New York.	86
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	101	C. and T. (S. F.) Mortgage	6,000	7	March & Sept.	" "	99
Boston Concord and Montreal :							Columbus and Xenia :	2,205,000	7	Jan. & July.		
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865		Dividend	38,860				
1st Mortgage	300,000	7	" "	New York.	1865		Mortgage	248,000				
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870		Connecticut River :	250,000	6	March & Sept.	Boston.	1878
2d Mortgage Coupons	250,000	7	" "	New York.	1870	96	Mortgage	161,000	8	April & Oct.	Philadelphia.	1904
Sinking Fund	200,000	6	" "	Boston.	1889	100	Connecticut and Passump. Rivers :	109,500	8	" "	" "	1904
Boston and Lowell :							1st Mortgage	633,500	6	June & Dec.	Boston	1876
Mortgage	440,000	6	Jan. & July.	Boston.	1873	95 ¹	2d Mortgage	161,000	8			90
Buffalo, New York and Erie :							3d Mortgage	642,000				
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94	Toledo depot bonds	12,550,000	8	Jan. & July.	New York.	1867
2d Mortgage coupon	426,714	7	May & Nov.	"	1872	103	Dayton and Western :	283,000	8	" "	" "	114
Buffalo and State Line :							1st Mortgage	2,655,000	8	" "	" "	103
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101	2d Mortgage	642,000				
Income in '68, & in '72	200,000	7	Jan. & July.	" var.			3d Mortgage	162,500				
Special Erie and North-East	149,000	7	" "	" "	'61-'70		Dayton and Western :					
Burlington and Missouri :							1st Mortgage	289,000	7	March & Sept.	New York.	1882
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893		2d Mortgage	250,000	7	June & Dec.	" "	50
Cairo and Fulton (Mo.) :							Delaware :					40
State (Mo.) Loan	650,000	6					1st Mortgage guar. by P. W. &					
Camden and Amboy :							Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880		Guaranteed	100,000	6	" "	" "	102
Converted Sterling Loan	800	5	"	New York.	1863		State Loan	170,000	6	" "	" "	106
American Loan	63,000	6	"				Delaware, Lackawanna and W'n:					
Loan for \$600,000	229,700	6	"				1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871
" " \$800,000	423,580	6	"				1st Mortgage (El. Extension)	1,499,000	7	" "	" "	100
" " \$675,000	675,000	6	"				2d Mortgage	2,616,500	8	March & Sept.	" "	102
" " \$1,700,000	1,700,000	6	"				Des Moines Valley :					
" " \$2,600,000	867,000	6	"				1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877
Consolid. Mort. Loan \$5,000,000	4,239,400	6	"				Income	348,000	7	Jan. & July.	" "	100
Camden and Atlantic :							Catawissa :					
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872		1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875
Catawissa :							2d Mortgage	100,000	6	" "	" "	106
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882		3d Mortgage (convertible)	170,000	6	" "	" "	
Ocayuga and Susquehanna :							4th Mortgage (G. W. R.)	500,000	8			
1st Mortgage	300,000	7	Jan. & July.	New York.	1865		Des Moines Valley :					
Central of New Jersey :							1st Mortgage coupon 1st Div'n	1,740,000	8	April & Oct.	New York.	1877
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	100 ¹	Construction bonds, 2d Div'n	348,000	7	Jan. & July.	" "	100
2d Mortgage	600,000	7	May & Nov.	"	1875	106	Eastern (Mass.) :					
Central Ohio :							2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1890	94 ¹	3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	New York.	1865	94 ²	1st M.(State)\$75,000 a yr after '64	500,000	5	Ja. Ap. Ju.Oc.	" 65-71	94 ²
2d Mortgage	800,000	7	June & Dec.	New York.	1885	101	East Tennessee and Georgia :					
3d Mortgage (S. F.)	960,000	7	" "	" "	1885	85	State, 1st Mortgage	970,000				
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	85	Endorsed by State of Tennessee	150,000				
Income	1,102,200	7	Jan. & July.	"	1875	90	Mortgage (ordinary)	790,888				
Charleston and Savannah :							East Tennessee and Virginia :					
1st Mortgage (endorsed)	510,000	6					State, 1st Lien	1,662,000				
2d Mortgage	1,000,000	7					Endorsed by State of Tenneva.	200,000				
Cheshire :							1st Mortgage (after State)	100,000				
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	89 ²	Redeemable in Stock	66,950				
Chicago, Burlington & Quincy :							1st Mortgage	757,734	7			
Trust Mort. S. F., convertible	487,000	8	Jan. & July.	New York.	1883	103	Erie and North-East :					
" " " " inconvertible	3,167,000	8	" "	"	1883		Exchanged for Buff. and St. L.					
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	"	1890		Evanston and Crawfordsville :					
2d Mortgage, inconvertible	941,000	4 ¹	July.	Frankfort o.M.	1890		Mortgage Bonds	1,090,000	7			
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867		Mortgage Bonds	150,000	7			
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	"	1868		Florida :					
" " " " Plain	6,000	8	March & Sept.	"	1876		Internal Improvement (State)	1,655,000	7			
Chicago and Alton.							Free Land 2d Mortgage	1,500,000	7			
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	97						
1st Mortgage pref. S. F.	554,000	7	April & Oct.	"	1877	98						
Income Bonds	1,100,000	7	May & Nov.	"	1889	98						
						98 ²						

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F., Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest.				Description.	Amount.	Interest.	Interest.			
			When payable.	Where payable.	Due.	Price				When payable.	Where payable.	Due.	Price
Florida, Atlantic and Gulf Centr.: Internal Improvement (state) - Free Land & Mortgag	\$300,000	7			1891		Michigan Central : 1st Mortgage Sterling	\$467,489	6	Jan. & July.	London,	1872	---
Galen and Chicago Union : 1st Mortgage Coupon	200,000	8			1891		1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1869	---
2d Mortgage (S. F.) Coupon	1,086,000	7	Feb. & Aug.	New York.	1882	102	1st Mortgage (convert.) Dollar	2,040,500	8	"	N.Y. & Boston	1869	112
Elgin and State Line.	189,000	7	May & Nov.	" "	1875	95	1st Mortgage (convert.) Dollar	257,000	8	April & Oct.	"	1882	112
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884		Michigan Southern and N.W. Indiana : Michigan Southern, 1st	1,000	7	May & Nov.	New York	1860	---
Great Western, Ill. : 1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1883	106	Northern Indiana, 1st	6,000	7	Feb. & Aug.	"	1861	---
Eastern "	1,350,000	7	Feb. & Aug.	"	1885	102	Erie and Kalamazoo	38,000	7	March & Sept.	"	1862	---
Hannibal and St. Joseph : Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	80	Jackson Branch	77,000	7	Feb. & Aug.	"	1863	---
Land Security	3,344,600	7	April & Oct.	" "	1881	95	Goshen Air Line	682,000	7	"	"	1868	92
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100	Detroit and Toledo	734,000	7	"	"	1876	98
Harrisburg and Lancaster : New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100	1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	"	1885	94
Hartford and New Haven : 1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99	2d General Mortgage	2,194,500	7	"	"	1877	88
Housatonic : 1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877		Milwaukee and St. Paul : 1st Mortgage	4,600,000	7	Feb. & Oct.	New York.	1893	85
Houston and Texas Central : State (1st Lien) Loan	210,000	7			1886		2d Mortgage	1,500,000	7	April & Oct.	"	1884	---
Mortgage	125,000	7					Real Estate Depot	2,400,000				1874	---
Hudson River : 1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102	Milwaukee and Prairie du Chien : 1st Mortgage (Coupon)	443,000	7	Jan. & July.	New York.	1891	96
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	105	Minnesota and Pacific : Real Estate	1,200,000	7	Jan. & July.	"	1892	---
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	104	Mississippi Central : 1st Mortgage	1,007,363	7				---
Convertible	1,002,000	7	" "	"	1867	93	Mississippi Central and Tenn. : State (Tenn.) Loan	529,000	6				---
Illinois Central : Optional Right bonds	33,000	7	Jan. & July.	New York.	1868		Mississippi and Missouri : 1st Mortgage (convertible)	1,000,000	7		New York.		---
Construction	7,975,500	7	April & Oct.	London.	1875		2d Mortgage (S. F.)	400,000	8	" "	"		---
Construction	2,396,500	6	" "	New York.	1875	106	Oskaloosa Division	688,556	7	Jan. & July.	"	1875	184
Redemption bonds	2,086,000	6	" "	"	1890		1st Land Grant	3,612,000	7		"	49	---
Indiana Central : 1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866		2d Land Grant	691,000				513,300	---
2d Mortgage	364,000	10	" "				Income bonds						---
Income	20,500						Mississippi and Tennessee : Tennessee State Loan	98,000	6				---
Indianapolis and Cincinnati : 1st Mortgage	500,000	7	Jan. & July.	New York.	1866		Tennessee State Loan	202,799	6				1885
2d Mortgage	400,000	7	" "	"	1866	106	1st Mortgage	171,000	7				1876
Real Estate Mortgage	200,000	7			1858	68	Mobile and Ohio : City (Mobile) Tax Loan	400,000	6				---
Ind., Pittsburgh and Cleveland : 1st Mortgage	650,000	7	Jan. & July.	New York.	1870		Tennessee State Loan	674,860	6				---
2d Mortgage	347,000	7	" "	"			Alabama State Loan	388,410	6				---
Indianapolis and Madison : Mortgage	640,000	7	May & Nov.	New York.	1881	100	Income	1,508,070	8	Jan. & July.	New York.	'61-'67	---
Jeffersonville : 1st Mortgage	187,000	7	March & Sept.	New York.	1861	75	Sterling	878,035	6				1883
2d Mortgage	392,000	7	April & Oct.	"	1873	70	Mississippi State Loan	200,970	6				---
Joliet and Chicago : 1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883		Montgomery and West Point : Alabama State Loan	122,622					---
Joliet and N. Indiana : 1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874		Mortgage (due 1860, '63 and '65)	350,000	6				var.
Kennebec and Portland : 1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870		Mortgage	450,000	8				1866
Kentucky Centr. (Cov. and Lex.) : 1st Mortgage	230,000	6	" "	Augusta.	1861		Morris and Essex : 1st Mortgage (S. F.)	3,500,000	7	May & Nov.	New York.	1915	---
1st Mortgage	160,000	6					Muscogee : 1st Mortgage	249,000	7				---
2d Mortgage	260,000	7					Nashville and Chattanooga : Mortgage (State endorsed)	1,500,000					---
Guaranteed by Covington	200,000	6					Chat. and Clev. Subs. (endorse)	231,000					---
Cincinnati (exchanged)	100,000	6					New Albany and Salem : 1st Mortgage	500,000	10				---
La Crosse, Viroqua & Mineral Pk. : 1st Mortgage	4,000,000	7	June & Dec.	New York.	1883		1st Mortgage	2,235,000	6				---
Lehigh Valley : 1st Mortgage	1,465,000	8	May & Nov.	Philadelphia.	1873	91	N. Or'lns, N. Lond. and B'nt'gton : Mortgage	450,000	7	March & Sept.	New Haven.	1861	---
La Crosse and Milwaukee : 1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872		2d Mortgage	200,000	6	Jan. & July.	"	1868	98
Lackawanna and Bloomsburg : 1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1831		Extension	118,000	6	May & Nov.	"	1878	---
Lexington and Frankfort : Lexington, Frankfort Mortgage, due 1869 and '74	79,000	6		Lexington.	'69-'74		New Haven and Northampton : 1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	---
Little Miami : Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	100	1st Mortgage	103,000	6				---
Long Island : State Loan (S. F.)	100,000	5	Jan. & July.	New York.	1876		1st Mortgage (H & Hamp.)						---
2d Mortgage	500,000	6	Jan. & July.	New York.	1870		New Jersey : Company's (various)	642,500	7	Semi-annually	New York.	var.	100
Extension Bonds	175,000	7	May & Nov.	" "	1890	83	New London Northern : 1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
Long Dock Co. : Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110	N. Or'lns, Jackson and Gt. North : State (Miss.) Loan	255,000	5				---
Louisville and Frankfort : Louisville Loan	100,000	6	Jan. & July.	New York.	1881		1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	---
1st Mortgage	176,000	6	" "	"	'66-'78		Louisiana State Loan	641,000	6				---
Louisville and Nashville : State (Tenn.), 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92		New Orleans City Subscription	1,500,000	5				---
1st Mortgage	1,765,000	7	Feb. & Aug.	" "	1888		1st Mortgage (S. F.)	586,000	8				1889
Lebanon Branch 1st Mortgage	21,000	7					New York Central : Premium (S. F.) Bonds	6,690,126	6	May & Nov.	New York.	1888	91
Memphis Branch 1st Mortgage	286,000	7					D'bits of former Co's outstanding	100,000					---
McMinnville and Manchester : State (Tenn.)	372,000	6					Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	"	1876	101
Mortgage	24,000	7					Exchanged SV's (S. F.) B'ds	634,000	6	May & Nov.	"	1883	91
Mortgage	10,000	6					" (B. & N. F.)	78,000	6	"	"	1883	87
Marietta and Cincinnati : 1st Mortgage Bonds	1,891,293	7	Feb. & Aug.	New York.	1891	85	Real Estate (S. F.) Bonds	185,000	6	"	"	1883	86
1st Mortgage sterling	1,000,000	7	" "	"	1891		Real Estate Bonds & Mortgages	192,773	7	var.			---
Scioto & Hocking Val. R. mort.	800,000						Bonds of Aug. 1859, Convertible	45,550	6	"	"		1883
Memphis and Charleston : State Tenn.] Loan	1,100,000	6					Bonds of Oct. 1863, (S. F.)	2,399,000	7	Feb. & Aug.	"	1870	104
1st Mortgage	1,600,000	7					Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec.	"	1887	92
Memphis, Clarkesv. and Louisv. : State (Tenn.) Loan	910,000	6					New York and Erie : 1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	99
Memphis and Ohio : State (Tenn.) Loan	1,340,000	6					2d Mortgage	4,000,000	7	March & Sept.	"	1879	102
							3d Mortgage	6,000,000	7	"	"	1883	97
							4th Mortgage	3,634,000	7	April & Oct.	"	1880	98
							5th Mortgage	1,002,500	7	June & Dec.	"	1888	93
							Buffalo Branch	186,400	7	Jan. & July.	"	1891	---
							New York and Harlem : 1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100
							Consolidated	1,000,000	7	Feb. & Aug.	"	1887	100
							3d Mortgage	980,300	7	Jan. & July.	"	1887	94
							New York and New Haven : Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107
							Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	---
							N. York, Providence and Boston : 1st Mortgage	247,000	6	Feb. & Aug.	New York.	'78-'79	---

AMERICAN RAILROAD BOND LIST.

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Description	Amount	Interest	Interest.			Description	Amount	Interest	Interest.			
			When payable.	Where payable.	Due.				When payable.	Where payable.	Due.	Price
North Carolina:												
Mortgage Loan	\$350,000	8	Mar. & Sept.		1867							
North-Eastern (S. C.):												
1st Mortgage	700,000											
2d Mortgage	224,500											
Northern Central:												
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	87						
Md. State Loan (Irredeemable)	1,500,000	6	"	"								
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102						
York and Cumberland 2d Mort.	25,000	6	Jan. & July	"	1871							
Y. and C. guar. by Balt. 3d Mort.	500,000	6	"	"	1877	91						
Construction, 2d Mort.	2,500,000	6	Jan. & July	"	1885	85						
Northern (Ogdensburg):												
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	92						
2d Mortgage	3,077,000	7	"	"	1861	39						
North Missouri:												
State Loan (30 years)	4,350,000	6	Jan. & July	New York.	'72-'77	95						
North Pennsylvania:												
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	86						
Chattel Mortgage	360,000	10	"	"	1887	113						
Northern (N. H.):												
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	92						
Norwich and Worcester:												
Massa. State Loan	400,000	6	Jan. & July	Boston.	1877							
Bonds for Dividend Scrip	100,000	7	"	New York.	'64-'74							
Steamboat Bonds	200,000	7	Feb. & Aug.	"	'65-'70							
Ohio and Mississippi:												
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July	New York.	1872	83						
1st Mortgage—Western "	850,000	7	"	"	1872							
2d Mortgage—Western "	750,000	7	"	"	1874							
Orange and Alexandria:												
1st Mortgage	400,000	6	May & Nov.	New York.	1866							
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July	"	1875							
2d Extension	600,000	8	May & Nov.	"	1873							
Pacific (Mo.):												
State (Mo.) Loan	7,000,000	6	Jan. & July	New York.	'71-'87	80						
State Loan (S. W. Branch)	1,268,000	6	"	"	'87-'89							
Construction Main Line	1,314,000	7	"	"	55							
" S. W. Branch.	3,232,000	7	"	"								
St. Louis County bonds	13,000	7	"	"	1885							
Panama:												
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	101						
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872							
Peninsula:												
1st Mortgage	1,029,000	7	March & Sept.	New York.	1893							
Pennsylvania:												
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	99						
2d Mortgage	2,621,000	6	April & Oct.	"	1876	94						
2d Mortgage Sterling	2,283,840	6	"	London.	1875							
State Works Bonds	6,800,000	5	Jan. & July	Harrisburg.	1894	105						
Penobscot and Kennebec:												
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75							
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	"							
3d Mortgage (Coupon)	166,600	6	March & Sept.	"	1871							
Peoria and Oquawka:												
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862							
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	"	1873							
Petersburg and Lynchburg (S. Side):												
State (Va.) Loan (S. F.)	800,000	7										
1st Mortgage (1859-'70-'75)	365,000	6										
3d Mortgage (1862-'70-'72)	378,000	6										
Special Mortgage (1865-'68)	175,000	6										
Last Mortgage (1861 to 1869)	183,500	8										
Phil., Germanv. and Norristown:												
Consolidated Loan	119,800	6	Jan. & July	Philadelphia.	1865	106						
Convertible Loan	292,500	6	"	"	1885	119						
Philadelphia and Reading:												
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July	Philadelphia.	1867							
" 1836,	182,400	5	"	"	1880							
" 1849,	11	—										
" 1861,	106,000	6	Jan. & July	"	1871	96						
" 1843,	1,525,800	6	"	"	1880	90						
" 1844,	804,000	6	"	"	1880	91						
" 1848,	101,000	6	"	"	1880	91						
" 1849,	67,000	6	"	"	1886	116						
" 1857, (convertible)	864,000	6	"	"	1886	—						
" 1858,	60,000	7	"	"	1886	—						
Bonds and mort. on Real Estate:												
Phila., Wilmington and Baltimore:												
Mortgage Loan	812,000	6	Jan. & July	Philadelphia.	1884							
Pittsburg and Connellsburg:												
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74						
Pittsburg, Ft. Wayne and Chicago:												
1st Mortgage (series A)	875,000	7	Jan. & July	New York.	1912	103						
" (series B)	875,000	7	Feb. & Aug.	"	1912	11						
" (series C)	875,000	7	Mar. & Sept.	"	1912	11						
" (series D)	875,000	7	April & Oct.	"	1912	11						
" (series E)	875,000	7	May & Nov.	"	1912	11						
" (series F)	875,000	7	Jun. & Dec.	"	1912	11						
" (series G)	860,000	7	Jan. & July	"	1912	96						
" (series H)	860,000	7	Feb. & Aug.	"	1912	11						
" (series I)	860,000	7	Mar. & Sept.	"	1912	11						
" (series K)	860,000	7	April & Oct.	"	1912	11						
" (series L)	860,000	7	May & Nov.	"	1912	11						
" (series M)	860,000	7	June & Dec.	"	1912	11						
3d	2,000,000	7	April	"	1912	85						
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876							
Chicago Jept. Bonds	59,600	6	May & Nov.	Chicago.	1885							
Pittsburg and Steubenville:												
Mortgage	800,000	7	Feb. & Aug.	New York.	1865							
Potdam and Watertown:												
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74							
Quincy and Chicago												
1st Mortgage	1,230,000				1873							
Racine and Mississippi:												
1st Mortgage (Eastern Division)	\$680,000	8										
1st Mortgage (Western Division)	757,000	8										
Raleigh and Gaston:												
Coupon	100,000											
Richmond and Danville:												
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.							
Guaranteed by State	200,000	7	April & Oct.	Richmond.	1875							
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859							
Richmond, Fred. and Potomac:												
Sterling (£87,000)	324,000	6										
Richmond and Petersburg:												
Coupon	159,000											
Rutland and Burlington:												
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	70						
2d Mortgage	987,500	7	"	"	1863	26						
3d Mortgage	440,000	7	"	"	1863	1						
Sacramento Valley:												
1st Mortgage	400,000	10	Jan. & July	New York.	1875							
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881							
Sandusky, Dayton and Cincinnati:												
1st Mortgage	920,000	7	Feb. & Aug.	"	1900							
2d Mortgage	77,000	7	"									

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (---) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.										Abstract of Balance Sheet.										Earnings.									
	Main Line,		Lateral and Branch Lines		2nd Track and Sidings.		Road in progress or projected.		Equipment.		Cars.		Property and Assets.		Liabilities.		Road operated, incl. road leased, etc.		Mileage run by locomotives with trains.		Gross.		Net.		Dividends.		Price of			
	M.	M.	M.	M.	No.	No.	No.	No.	Engines.	Passenger.	Freight, etc.	Railroad and Appurtenances.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Deb't.	Floating Debt	Mileage, Total, incl. all other assets and liabilities.	M.	M.	\$	\$	p. c.								
Companions.																														
30 Jun. '60	65.0	---	50.6	---	19	19	102	502	Alabama and Florida	1,451,236	*	877,953	505,500	105,255	1,515,704	54.0	101,102	37,806	---	---	---	---	---	---	---	---				
28 Feb. '59	30.3	---	58.1	2	2	102	171.3	Mobile and Girard	461,505	30,991	325,010	109,500	21,632	518,965	30.3	55,791	31,852	---	---	---	---	---	---	---	---					
31 May. '60	109.6	---	57.8	11	9	102	171.3	Ala. and Tennessee Rivers	2,261,927	184,906	1,067,006	777,777	240,485	2,476,023	109.6	207,626	111,232	---	---	---	---	---	---	---	---					
30 Jun. '59	57.0	---	50.0	40	28	502	135.5	Mobile and Ohio	1,500,000	*	120,000	100,000	57.0	236,791	76,773	21,006	---	---	---	---	---	---	---	---						
1 May. '61	469.3	13.5	49.4	40	28	283	284	Montgomery and West Point	1,888,718	427,255	100,000	1,419,769	922,622	23,579	2,582,605	118.9	1,402,868	695,370	505,150	260,269	6	---	---	---	---	---				
29 Feb. '60	88.5	---	23	14	283	284	107.5	Memphis and Little Rock	553,877	*	251,524	446,000	10,725	811,949	---	---	---	---	---	---	---	---	---	---	---					
3 Nov. '58	38.5	---	---	---	---	---	---	Sacramento Valley	1,493,850	*	793,850	700,000	---	1,493,850	22.5	230,251	104,694	---	---	---	---	---	---	---	---	---				
30 Dec. '60	22.5	---	---	---	---	---	---	---	Danbury and Norwalk	316,299	66,483	307,060	95,000	731	23.8	53,325	80,470	46,020	7	---	---	---	---	---	---	---	---			
31 July '64	23.8	1.9	4	5	47	287	287	Hartford, Provid. and Fishkill	3,902,356	302,511	2,037,940	1,936,740	---	124.4	317,844	517,808	134,509	---	---	---	---	---	---	---	---	---				
31 Jan. '65	122.4	17.0	75.1	16	20	287	287	Hartford and New Haven	3,244,319	234,000	533,490	3,000,000	---	4,654,333	75.2	452,238	1,459,711	413,528	12	217	---	---	---	---	---	---	---	---		
31 Aug. '65	61.6	13.6	66.2	22	37	272	272	Housatonic	2,439,775	*	28,200	2,000,000	191,000	47,900	2,085,438	124.0	203,329	423,518	160,702	---	---	---	---	---	---	---	---			
31 Dec. '64	74.0	8.9	10	12	272	272	13.8	Naugatuck	1,464,127	*	1,100,000	300,000	29,149	62.0	145,655	360,167	140,391	16	---	---	---	---	---	---	---	---				
31 Dec. '64	57.0	1.3	8	11	184	184	50.0	N. Haven, N. London and Ston.	1,451,040	*	735,538	766,000	---	62.0	161,182	274,887	loss,	1174	---	---	---	---	---	---	---	---				
30 Nov. '64	84.8	8.8	9.3	3	2	30	30	New Haven and Northampton	2,326,455	41,560	1,010,000	650,000	---	49,663	197,387	86,946	34	---	---	---	---	---	---	---	---					
31 Dec. '64	66.0	5.9	8	12	84	84	5.9	New London Northern	724,836	*	658,805	51,000	---	810,982	66.0	211,836	270,672	64,299	8	85	---	---	---	---	---	---	---			
31 Mar. '65	61.3	1.0	63.8	29	75	405	405	New York and New Haven	4,729,607	952,365	3,819,000	2,000,000	---	6,810,340	117.4	652,756	1,847,291	622,596	9	1144	---	---	---	---	---	---	---			
30 Nov. '64	59.4	7.0	8.2	18	17	392	392	Norwich and Worcester	2,463,983	149,711	2,338,600	607,000	10,962	3,238,553	66.4	344,463	631,728	244,471	74	98	---	---	---	---	---	---	---			
31 Oct. '60	84.3	10.7	---	---	---	---	---	Delaware	1,552,257	*	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	---	---	---	---	---	---	---	---				
31 Oct. '62	16.2	---	---	---	---	---	---	Newcastle and Frenchtown	704,860	---	18,535	744,520	5,024	749,544	5.0	27,288	10,290	9	---	---	---	---	---	---	---	---				
30 Apr. '62	154.2	150	---	---	---	---	---	Florida	532,791	80,588	191,496	195,000	75,894	619,112	32.0	7,857	3,635	---	---	---	---	---	---	---	---	---				
30 Apr. '60	32.0	3.0	13.0	3	1	6	6	Florida and Alabama	1,495,000	---	1,250,000	126,000	---	1,597,385	86.7	418,036	265,827	8	125	---	---	---	---	---	---	---	---			
30 Apr. '62	59.9	5.0	---	---	---	---	---	Fl., Atlantic and Gulf Central	1,495,000	---	1,250,000	126,000	---	1,597,385	86.7	418,036	265,827	8	125	---	---	---	---	---	---	---	---			
30 Apr. '62	100.0	3.9	10.0	153.5	---	---	---	Pensacola and Georgia	1,495,000	---	1,250,000	126,000	---	1,597,385	86.7	418,036	265,827	8	125	---	---	---	---	---	---	---	---			
30 Jun. '60	86.7	16	7	124	124	124	124	Atlanta and West Point	1,192,389	*	1,250,000	126,000	---	1,597,385	86.7	418,036	265,827	8	125	---	---	---	---	---	---	---	---			
30 Jun. '60	92.6	8.7	70.9	---	---	---	---	Atlanta and Gulf—M. Trunk	1,032,200	*	733,700	129,500	---	53.0	168,988	95,612	---	---	---	---	---	---	---	---	---	---	---			
31 Dec. '60	55.0	---	23.7	---	---	---	---	Augusta and Savannah	755,000	*	151,887	151,887	---	91.0	---	---	---	---	---	---	---	---	---	---	---	---				
30 Apr. '60	43.5	---	---	---	---	---	---	Brunswick and Florida	4,366,800	*	4,366,800	---	---	6,590,173	22.9	879,468	1,715,025	764,574	10	---	---	---	---	---	---	---	---	---		
30 Nov. '60	191.0	---	53	62	697	697	697	Central of Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	8,123,343	232.0	1,159,188	528,043	8	100	---	---	---	---	---	---	---	---	---		
30 Nov. '60	102.5	---	53	62	697	697	697	Georgia (and Bank)	1,500,000	*	1,500,000	1,500,000	12,295	1,215,223	102.5	226,241	404,618	212,376	19	72	---	---	---	---	---	---	---	---	---	
31 Jul. '59	50.0	7	2	107	107	107	107	Muscogee	774,244	162,534	669,950	249,000	1,026,868	50.0	202,714	110,616	8	125	---	---	---	---	---	---	---	---	---			
1 May. '61	68.1	3	4	33	33	33	33	Savannah, Albany and Gulf	1,386,634	52,374	1,275,901	10,200	180,621	1,473,140	71.6	396,396	338,853	338,853	13	---	---	---	---	---	---	---	---	---	---	
31 July '60	106.1	100.8	16.2	18	22	201	201	Southern Western	3,770,425	*	2,921,900	1,291,000	19,913	3,822,913	22.8	438,853	338,853	338,853	13	---	---	---	---	---	---	---	---	---	---	
30 Sep. '59	138.0	14	12.2	42	28	955	955	Western and Atlantic	10,700,000	---	2,653,955	4,044,000	4,030,000	6,700,000	10,700,000	200.0	2,084,074	500,767	424	---	---	---	---	---	---	---	---	---		
31 Dec. '60	108.0	---	14	10	187	187	187	Cincinnati and Chicago	2,080,433	*	1,106,670	1,006,125	---	108.0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
31 Aug. '65	132.0	---	14	10	187	187	187	Evansville and Crawfordsville	2,312,344	288,255	1,142,834	1,240,000	---	2,726,187	132.0	246,148	559,128	246,720	---	---	---	---	---	---	---	---	---	---	---	
31 Dec. '62	72.4	19	17	266	266	266	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	442,893	158,541	72	---	---	---	---	---	---	---	---	---	---	
31 Dec. '62	58.8	20.2	21	19	313	313	313	Ind., Pittsburg and Cleveland	2,497,952	540,043	25,089	1,689,900	1,362,284	140,689	3,458,108	110.0	448,853	230,854	9	100	---	---	---	---	---	---	---	---	---	---
1 Dec. '62	84.0	11.0	15	14	201	201	201	Jeffersonville	2,735,556	*	1,872,000	997,000	2,075,878	84.0	384,539	771,763	307,832	---	---	---	---	---	---	---	---	---	---	---		
31 Mar. '64	86.0	3.0	15	14	201	201	201	Indianapolis and Madison	1,549,518	*	1,015,907	621,000	2,175,223	108.0	312															

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.		Equipment.		Abstract of Balance Sheet.												Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Read in progress or projected.	Cars.	Companies		Property and Assets.			Liabilities.			Earnings.						
	M.	M.	M.	M.	No.	Engines.	Passenger.	Freight, etc.	Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of shares.
30 Nov. '62	55.0	—	—	—	6	4	74	Androscoggin	*	*	*	*	*	*	M.	\$	\$	p. c.		
30 Jun. '62	149.0	—	26.0	—	41	17	349	Atlantic and St. Lawrence	1,050,000	6,788,205	867,734	151,833	444,838	205,584	757,381	36.5	76,344	79,761	43,461	
30 Sep. '62	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,284	—	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by Gd. Tk.	91,487	45	
31 May. '63	99.7	9.5	—	—	13	20	231	Maine Central	4,211,878	—	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	—	
31 May. '63	51.3	—	—	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	—	—	1,050,000	3,068,491	139,352	4,259,308	109.5	186,240	323,082	174,028	
May '64	87.0	—	—	—	—	—	—	Somerset and Kennebec	783,768	—	—	100,000	—	—	1,690,004	51.3	161,056	450,222	236,767	
30 Sep. '64	279.6	7.2	—	—	225	100	8,000	—	—	—	169,200	556,600	—	—	37.0	—	55,405	28,404	95	
30 Sep. '64	30.0	—	—	—	7	33	167	Baltimore and Ohio	21,323,338	2,621,756	5,423,197	16,151,962	10,112,584	897,839	36,811,376	286.8	2,938,010	6,509,945	4,544,007	
31 Dec. '64	138.0	4.0	25.0	—	60	47	3,529	Washington Branch	1,650,000	—	—	—	—	—	2,379,841	39.0	—	703,123	429,390	
31 Dec. '64	—	—	—	—	—	—	—	Northern Central	7,847,041	1,104,744	123,775	3,344,860	4,850,000	—	—	12,273,647	261.0	1,099,348	3,051,663	
MASSACHUSETTS.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Nov. '64	26.7	1.8	16.8	—	24	38	534	Boston, Hartford & Erie	9,971,981	249,748	—	8,500,000	3,806,000	169,363	12,475,363	—	—	—	—	114
30 Nov. '64	24.0	—	—	—	24	45	486	Boston and Lowell	2,452,248	183,345	360,753	1,830,000	640,000	12,326	2,996,346	70.9	4*3,213	650,999	182,610	
30 Nov. '64	74.8	8.8	61.1	—	36	78	720	Boston and Maine	3,884,476	—	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,500	443,332	
30 Nov. '64	47.0	7.0	32.5	—	26	43	256	Boston and Providence	2,958,000	202,000	—	3,160,000	27,720	—	2,608,159	61.8	457,640	1,117,340	393,908	
30 Nov. '64	42.0	24.0	60.8	—	32	69	509	Boston and Worcester	4,062,584	457,416	100,000	4,500,000	229,061	—	5,555,510	83.6	638,622	1,321,321	487,864	
30 Nov. '64	60.0	2.4	9.6	—	7	15	41	Cape Cod Branch (par 60)	907,760	123,865	—	681,666	102,900	—	1,103,551	47.1	82,108	161,203	76,265	
30 Nov. '64	41.2	30.5	27.5	—	31	74	489	Connecticut River	1,614,376	—	—	1,591,100	250,000	—	2,079,944	52.4	223,318	472,321	166,932	
30 Nov. '64	51.0	22.5	75.8	—	25	35	457	Eastern	3,966,179	329,765	284,102	3,155,000	1,067,200	237,200	5,059,049	89.0	527,238	1,040,189	460,423	
30 Nov. '64	12.4	—	2.3	—	—	—	—	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,846,885	83.4	134,622	386,552	309,341	
30 Nov. '64	14.5	—	—	—	10	17	240	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	3,374	366,912	—	oper. by Boston & Lowell	—	—	
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	Nashua and Lowell	558,919	95,654	—	600,000	50,465	809,362	71.0	185,847	291,518	63,019		
30 Nov. '64	33.0	—	0.7	—	5	6	25	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,600	—	719,500	36.7	54,272	220,820	43,527	
30 Nov. '64	98.8	8.8	27.5	—	26	66	488	N. Y. and Boston Air Line	1,314,916	28,880	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492	104	
30 Nov. '64	10.0	4.0	14.9	—	14	18	163	Old Colony and Fall River	3,923,876	234,503	—	3,609,600	462,000	451,350	5,101,040	107.3	964,000	460,932	8 100	
30 Nov. '64	16.0	—	1.7	—	3	4	197	Providence and Worcester	1,406,307	213,183	—	1,700,000	—	—	1,700,000	44.4	236,408	470,978	159,118	
30 Nov. '64	6.1	—	—	—	—	—	—	Salem and Lowell	382,470	81,543	—	243,305	226,900	727	470,931	—	oper. by B. & L. Co.	17,500	1st 110	
30 Nov. '64	63.0	8.0	5.5	—	11	18	180	Troy and Greenfield	923,942	293,739	—	923,942	79,308	—	(Surrendered to the Commonwealth, wealth.)	—	—	—	—	
30 Nov. '64	156.1	17.8	126.6	—	75	63	149	Vermont and Massachusetts	3,057,916	207,343	248,495	2,214,225	924,960	—	3,932,547	77.3	151,327	342,297	134,363	
30 Nov. '64	45.7	—	9.8	—	10	12	143	Western (incl. Alb. & W. S. etc.)	10,157,943	10,605,713	—	5,150,000	6,267,520	—	14,986,938	218.0	1,430,223	986,541	173,712	
30 Nov. '64	—	—	—	—	—	—	—	Worcester & Nashua (par 83)	1,088,398	116,000	—	1,141,000	76,000	51,390	1,268,390	45.7	194,712	338,286	137,605	
NEW HAMPSHIRE.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
31 Mar. '65	92.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	—	—	1,800,000	1,050,000	—	3,141,091	93.5	—	408,588	141,407	
30 Nov. '64	55.6	—	8.0	—	18	16	246	Cheshire	2,708,488	—	—	2,086,925	679,500	—	2,765,425	53.6	382,852	539,743	155,896	
31 Mar. '64	34.5	—	—	—	21	22	494	Concord (par \$50)	1,500,000	—	—	1,500,000	—	—	1,500,000	61.3	—	821,985	130,049	
31 Mar. '64	29.3	—	2.8	—	2	4	80	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated by Concord R. R.	—	90,699	7 105		
31 Mar. '64	29.3	—	2.8	—	2	4	80	Merrimac and Conn. River	968,255	—	—	596,585	568,000	—	52.7	—	—	—	—	
31 Mar. '64	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	—	—	3,068,400	186,500	15,518	3,260,418	82.0	—	210,265	210,265	
30 Apr. '64	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	—	—	500,000	—	—	24.7	oper. by Verno't Central.	—	7 91		
31 Dec. '64	64.2	11.0	8.1	—	—	—	—	NEW JERSEY.	3,386,236	—	—	997,172	2,193,000	252,584	3,442,697	75.2	—	501,886	146,101	
31 Dec. '64	65.9	32.2	—	8.0	—	—	—	Belvidere Delaware	8,502,296	—	—	6,472,406	10,264,463	—	124,224	—	5,799,980	1,140,788	35 125	
31 Dec. '64	60.2	—	—	—	31	59	349	Camden and Amboy	1,881,414	—	—	1,062,243	1,035,276	123,930	2,221,449	60.2	—	213,466	71,108	
31 Dec. '64	64.0	26	64.0	59	34	348	—	Central of New Jersey	9,203,924	1,078,538	—	6,500,000	2,000,000	—	9,764,509	90.0	948,218	2,587,184	1,305,630	
31 Dec. '64	55.0	—	45.5	24	43	274	—	Morris and Essex	4,057,275	—	55,000	3,041,950	1,914,500	—	4,536,916	53.0	27,000	570,764	171,755	
31 Dec. '64	64.0	21.0	—	—	2	6	17	New Jersey	3,799,809	492,000	1,649,022	4,297,800	635,000	145,000	5,960,452	33.8	3,680,000	1,612,406	10 140	
31 Dec. '64	21.0	—	—	—	—	—	—	Northern New Jersey	452,116	—	—	158,800	—	—	463,872	21.2	99,787	146,936	65	
31 Dec. '64	64.0	9.5	8.3	—	15	32	110	Raritan and Delaware Bay	1,616,413	—	—	6,218,042	7,757,680	1,167	14,669,847	160.1	1,386,290	4,182,600	1,873,278	
30 Sep. '64	297.8	258.1	421.0	21.0	258	284	536	New York Central	27,396,642	6,305,375	31,270,701	24,591,000	14,627,442	—	44,075,457	654,504	8,048,048	13,975,524	2,694,714	
30 Sep. '64	130.7	2.1	45.0	35	57	66	566	New York and Harlem	9,610,130	—	1,022,855	6,658,000	61,150,800	—	12,700,550	16.3	1,731,306	1,160,420	450,769	
30 Sep. '64	118.0	3.7	17.8	25	22	441	574	Northern (Ogdensburg)	3,355,853	784,203	—	—	—	—	4,571,900	12.1	458,311	726,343	176,640	
30 Sep. '64	36.9	2.2	2.2	6	13	61	631	Oswego and Syracuse	773,654	123,199	—	800,000	233,750	—	1,033,750	58.2	129,084	432.3	218,303	
30 Sep. '64	25.2	—	2.5	10	36	142	808	Rensselaer and Saratoga	762,481	199,855	—	800,000	233,750	—	1,774,175	58.2	129,084	432.3	218,303	
30 Sep. '64	189.6	48.5	18.2	28	34	398	808	Rome, Waterbury & Ogdensburg	3,093,871	368,306	—	800,000	500,228	—	3,554,003	283.1	432,370	827,615	360,554	
30 Sep. '64	40.9	6.7	3.9	8	17	90	810	Saratoga and Whitehall	824,723	165,601	—	600,000	360,000	—	930,324	51.3	114,725	267,035	91,060	
30 Sep. '64	13.0	—	0.8	2	6	6	6	State Island	280,517	—	—	628,100	200,000	140,000	968,100	130.0	45,229	183,860	85,555	
30 Sep. '64	81.0	8.0	—	12	16	124	120	Syracuse, Binghamton & N.Y.	2,923,640	9,166	—	1,200,130	1,585,257	38,832	2,932,806	81.0	207,280	411,378	240,450	
30 Sep. '64	34.9	—	6.5	12	15	186	125	Troy and Boston	1,639,779	283,489	—	607,111	1,250,000	322,700	2,179,811	111.9	372,270	573,446	261,928	
31 May. '66	94.9	—	6.4	—	—	—	—	ATLANTIC AND GREAT WESTERN.	2,157,503	—	—	1,645,225	400,000	276,372	2,419,401	94.9	—	103,953	35,572	
31 May. '66	55.8	—	—	—	—	—	—	—	—	—	—	4,000,000	—	—	223,0	—	—	—	—	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies n.
Running dots (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

AMERICAN RAILROAD JOURNAL.

PREFERRED AND GUARANTEED R. R. STOCKS.

RAILROADS.	Amount of shares outstanding.	Div'ds		Market Price.
		Rate	Paid	
Atlantic & St. Lawrence (guarant'd.)	2,494,900	6	6	—
Baltimore and Ohio, (pref.)	3,000,000	7	7	—
Berkshire (guaranteed)	600,000	7	7	—
Boston, Concord & Montreal (pref.)	1,340,400	6	704	—
Buffalo, N. Y. & Erie (guaranteed)	850,000	7	—	—
Camden & Atlantic (preferred)	620,800	7	26	—
Catavissa (preferred)	1,150,000	7	46	—
Chemung (guaranteed)	380,000	—	—	—
Cayuga & Susquehanna (guarant.)	343,500	—	—	—
Chester (preferred)	2,017,925	7	454	—
Chicago & Alton (preferred)	2,425,200	7	1064	—
Chicago & Northwestern (pref.)	12,994,720	7	7	62
Cocheco (preferred)	177,750	8	—	—
Co. & Passaic Rivers, (pref.)	1,514,300	10	754	—
Cumberland Valley (1st preferred)	241,900	8	8	—
" (2d preferred)	243,000	8	8	—
Detroit & Milwaukee (preferred)	1,500,000	—	—	—
Dubuque & Sioux City (preferred)	1,975,868	7	34	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	—	—	—
Elmira & Williamport (preferred)	500,000	—	434	—
Erie (preferred)	8,535,700	7	7	894
Hannibal & St. Joseph (preferred)	5,253,586	7	50	—
Harrisburg & Lancaster (guar.)	1,182,100	7	7	—
Houston (preferred)	1,180,000	8	104	—
Indianapolis & Madison (pref.)	407,900	8	8	—
Kennebec & Portland (preferred)	372,000	—	—	—
Lackawanna & Bloomsburg (pref.)	500,000	7	50	—
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	—
" (2d pref.)	3,819,772	7	3	30
Michigan S. & N. Indiana (guar.)	2,183,600	10	1404	—
Mill. & Prairie du Chien (1st pref.)	2,773,500	8	8	101
" (2d pref.)	1,014,000	7	7	91
Milwaukee & St. Paul (preferred)	2,400,000	7	764	—
New Haven & Northampton (guar.)	1,910,000	—	4	—
New York & Harlem (preferred)	1,500,000	8	—	—
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	—
Pater son & Hudson (guaranteed)	630,000	—	—	—
Pater son & Ramapo (guaranteed)	248,000	—	54	—
Peoria & Bureau Valley (guar.)	1,200,000	6	—	—
Philadelphia & Reading (pref.)	1,551,800	7	7	—
Philadelphia & Trenton (guar.)	1,000,000	10	—	—
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	85
Pittsfield & North Adams (guar.)	450,000	6	100	—
Port, Sac & Portsmouth (guar.)	1,500,000	6	6	—
Rutland & Burlington (preferred)	382,700	8	—	—
St. L. Alton & Terre Haute (pref.)	1,700,000	6	70	—
Toledo & Wabash (preferred)	984,700	7	7	98
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	7	—	—
" " " (2d pref.)	904,473	7	—	—
Troy & Greenbush (guaranteed)	274,400	6	524	—
Vermont & Canada, (guaranteed)	1,600,000	8	8	—
Warren (guaranteed)	1,403,300	7	7	—
White Mountains (guaranteed)	200,000	5	5	—
Wrightav., Y. & Gettysburg (guar.)	317,050	2	2	—

CANAL AND NAVIGATION STOCKS.

COMPANIES.	Par of Shares.	Amount of Stock.	Market Price.	
			Dividends.	Price
CANAL AND NAVIGATION STOCKS :	\$	\$ p.c.	\$	
Chesapeake and Delaware	100	1,343,563	534	
Chesapeake and Ohio	100	8,224,595	—	
Delaware Division	100	1,633,350	31	
Delaware and Hudson	100	10,000,000	10	145
Delaware and Raritan	100	2,298,400	10	
Erie of Pennsylvania	50	58,000	—	
Illinois and Michigan	—	—	—	
Lehigh Navigation	50	4,282,950	6	55
Monongahela Navigation	50	726,800	3	—
Morris, (consolidated)	100	1,025,000	5	82
" (preferred)	100	1,175,000	10	120
North Branch	100	—	—	
Sault Ste Marie	100	—	—	
Schuylkill Navigation (consolid.)	50	1,932,457	24	
" " (preferred)	50	2,722,607	294	
Susquehanna and Tide Water	50	2,048,260	64	

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 3.		Th 23	F. 29	Sat 30.	M 1	Tu. 2	W. 3.
Atlantic M. S. S. Co.	1314	—	—	—	132	1334	
At. & Gt. W. (O) 1st m't.	97	—	—	—	964	—	94
Buffalo, N. Y. & E. I.M.	—	—	—	—	—	—	28
California 7s	—	—	—	—	—	—	105
Canton Co.	454	457	—	—	—	—	—
Central Am. Transit	—	—	—	—	—	—	114
Chicago & Alton	—	—	—	—	—	—	114
" " " pref.	—	—	—	—	—	—	—
" " " I.M.	—	—	—	—	—	—	—
" " " S. F.	—	—	—	—	—	—	—
" " " Inc.b'ds	—	—	—	—	—	—	—
Chicago, Burl. & Q.	—	—	—	—	—	—	—
" " " 8 p.c.	—	—	—	—	—	—	—
Ohio, & Northwest'n	35	36	—	—	364	364	
" " " pref.	614	614	—	—	614	624	
" " " 1st M.	824	—	—	—	—	—	—
" " " 2d M.	—	—	—	—	—	—	—
" " " S. F.	—	—	—	—	—	—	—
" " " I. B.	—	—	—	—	—	—	—
Chicago & Rock Is'l.	1004	1074	1084	—	1084	1084	
" " " 1st M. '70.	—	—	—	—	—	—	—
Clev. Col. and Cin.	125	—	—	—	—	—	—
Clev. and Pittsburg	83	824	84	—	854	854	
" " " 2 M.	—	—	—	—	—	—	—
" " " 3 M.	—	—	—	—	—	—	—
" " " 4 M.	76	—	—	—	—	—	—
Clev. and Toledo	114	1134	113	—	1134	113	
" " " S. F. 7 p.c.	—	—	—	—	—	—	—
Cumberland Coal, pref.	444	444	45	—	444	45	
Del. & Hudson Canal	145	144	145	—	—	—	—
Del., Lack. & West.	—	—	—	—	—	—	—
" " " 1M. 8p.c. '71-6.	—	—	—	—	—	—	—
" " " 2M. 8p.c. '81	—	—	—	—	—	—	—
Erie	964	964	96	—	974	97	
" " " pref.	86	—	—	—	—	—	—
" " " 1 M. 7p.c. '67.	—	—	—	—	—	—	—
" " " 2 M. 7p.c. '79.	—	—	—	—	—	—	—
" " " 3 M. 7p.c. '83.	—	—	—	—	—	—	—
" " " 4 M. 7p.c. '80.	—	—	—	—	—	—	—
" " " 5 M. 7p.c. '88.	—	—	—	—	—	—	—
Galeana and Chicago	—	—	—	—	—	—	—
" " " 1M. 7p.c. '82.	—	—	—	—	—	—	1024
Hann. & St. Joseph	—	—	—	—	—	—	—
" " " prof.	—	—	—	—	—	—	—
Hudson River	—	—	—	—	—	—	—
" " " script.	—	—	—	—	—	—	—
" " " 1M. 7p.c. '69.	—	—	—	—	—	—	102
" " " 2M. S.F.	—	—	—	—	—	—	—
" " " 3M. 7p.c. '75.	—	—	—	—	—	—	—
" " " conv. bonds 95	—	—	—	—	—	—	—
Illinois Central	1314	—	—	—	—	—	—
" " " Can.b'ds.	—	—	—	—	—	—	132
" " " bonds.	—	—	—	—	106	106	106
Marietta & Clin. 1st pref.	50	—	—	—	—	—	—
" " " 2d "	—	—	—	—	30	—	—
" " " 1st mort. 85	—	—	—	—	—	—	—
Mariposa Mining Co.	15	144	—	—	—	—	—
Michigan Central	109x	109	1084	—	1084	1084	
" " " SF. 8p.c. '82.	—	—	—	—	—	—	—
" " " conv. 8p.c. '69 112	—	112	112	—	—	—	112
M. S. and N. I.	744	744	744	—	754	754	
" " " guard.	—	—	—	—	—	—	—
" " " 1M.S.R.	—	—	—	—	—	—	94
" " " 2 M.	—	—	—	—	88	—	—
Mil. and P. du Chien	—	96	96	—	90	90	97
" " " 1st pref.	—	—	—	—	—	—	—
" " " 2d pref.	—	—	—	—	—	—	—
" " " 1st M.	—	—	—	—	—	—	—
Minnesota Mining Co.	20	—	—	—	—	—	—
Miss. & Mo.	—	—	—	—	—	—	—
" " " L.G.bonds.	—	—	—	—	49	—	—
Missouri 6s	784	784	784	—	784	784	
" " " iss. to II. & St. J. R.	—	80	—	—	—	—	—
" " " Pacific.	70	—	—	—	79	79	80
New York Central	97	964	97	—	974	974	
" " " Real Estate.	—	—	—	—	—	—	—
" " " 7s. 78.76.	—	—	—	—	—	—	—
" " " 7s. conv. 76.	—	—	—	—	104	—	—
" " " 6s. S.F.'83.	—	—	—	—	—	—	—
" " " 6s. S.E.'87.	—	—	—	—	—	—	92
N. York & Harlem	—	—	—	—	—	—	—
" " " " pref.	—	—	—	—	—	—	—
" " " 1M.L.p.c. '73 99	—	—	—	—	100	—	—
" " " 2M.7p.c. '64.	—	—	—	—	—	—	—
" " " 3M.7p.c. '67.	—	—	—	—	—	—	—
North Carolina 6s	854	854	86	—	86	87	
Ohio & Miss. cer.	284	284	284	—	284	284	
" " " pref.	—	—	—	—	—	—	—
Pacific Mail S. S. Co.	—	—	—	—	—	—	—
Panama	—	—	—	—	—	—	—
Penn's Coal Co.	—	—	—	—	—	—	—
Phila. and Reading	1664x	1664	1664	—	1664	1664	
Pitts. Ft. W. & Chicago	1064	106	106	—	1064	1064	
" " " 1M.	—	—	—	—	—	—	—
" " " 2M.	—	—	—	—	—	—	—
" " " 3M.	—	—	—	—	—	—	—
Quicksilver Mining Co.	44	44	44	—	444	444	
St. L. Alton & T. H.	—	—					

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 3.
Th. 28. F. 29 Sat. 30. M. 1. Tu. 2. W. 3.

FEDERAL STOCKS:-						
U. S. 5s, 1871, reg.	---	---	---	---	---	---
U. S. 5s, 1871, coup.	---	---	---	---	---	---
U. S. 5s, 1874, reg.	---	---	---	---	---	---
U. S. 5s, 1874, coup.	96 $\frac{1}{2}$	---	---	---	---	---
U. S. 5s, 1885, coup.	---	---	---	---	---	---
U. S. 5s, 10-40s, coup. 92 $\frac{1}{2}$	93 $\frac{1}{2}$	93 $\frac{1}{2}$	93 $\frac{1}{2}$	93 $\frac{1}{2}$	---	---
U. S. 6s, 10-40s, reg.	---	---	---	---	---	---
U. S. 6s, 1881, reg.	104	---	---	104	---	---
U. S. 6s, 1881, coup.	107 $\frac{1}{2}$	108 $\frac{1}{2}$	104 $\frac{1}{2}$	104 $\frac{1}{2}$	---	---
U. S. 6s, '81, O. W. Ly.	---	---	---	---	---	---
U. S. 6s, 1881, " 4y.	---	---	---	---	---	---
U. S. 6s, 1887, reg.	---	---	---	---	---	---
U. S. 6s, 1888, reg.	120	---	---	121 $\frac{1}{2}$	---	---
U. S. 6s, 1888, coup.	125	---	---	128 $\frac{1}{2}$	---	---
U. S. 6s, 1 year certif. 98 $\frac{1}{2}$	98$\frac{1}{2}$	98$\frac{1}{2}$	98$\frac{1}{2}$	98$\frac{1}{2}$	---	---
U. S. 6s, 5-20s, c. 1862-103 $\frac{1}{2}$	103 $\frac{1}{2}$	105 $\frac{1}{2}$	104 $\frac{1}{2}$	104 $\frac{1}{2}$	---	---
U. S. 6s, 5-20s, c. 1864	101 $\frac{1}{2}$	102 $\frac{1}{2}$	102	102	---	---
U. S. 6s, 5-20s, c. 1865-101	101 $\frac{1}{2}$	102	101 $\frac{1}{2}$	101 $\frac{1}{2}$	---	---
U. S. 6s, " reg.	---	---	102	102	---	---
730 Notes, 1st series.	98 $\frac{1}{2}$	98 $\frac{1}{2}$	99 $\frac{1}{2}$	99 $\frac{1}{2}$	---	---
" " 2d series.. 98 $\frac{1}{2}$	98 $\frac{1}{2}$	98 $\frac{1}{2}$	99 $\frac{1}{2}$	99 $\frac{1}{2}$	---	---
" " 3d series.. 98 $\frac{1}{2}$	98 $\frac{1}{2}$	98 $\frac{1}{2}$	98 $\frac{1}{2}$	98 $\frac{1}{2}$	---	---
American Gold.	---	---	143 $\frac{1}{2}$	143 $\frac{1}{2}$	---	---

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 2.
W. 27. Th. 28 F. 29 Sat. 30. M. 1. Tu. 2.

Cattawissa						
26	27 $\frac{1}{2}$	28	29 $\frac{1}{2}$	---	31	---
" preferred .. 38 $\frac{1}{2}$	40 $\frac{1}{2}$	44 $\frac{1}{2}$	44 $\frac{1}{2}$	---	46	---
Camden & Amboy	125	125	125	---	---	---
" " 6s, '67	---	---	---	---	---	---
" " 6s, '70	---	---	---	---	---	---
" " 6s, '75	---	---	---	---	---	---
" " 6s, '83	---	---	---	---	---	---
" " 6s, '89	---	---	---	---	---	---
" mort. 6s, '89	91	91	91	---	---	---
Cheg. & Del. Canal 6s '86	---	---	---	---	---	---
Del. Div. Canal	---	---	---	---	---	---
Elmira & W'nsport	---	---	---	---	---	---
" " pref.	---	---	---	---	---	---
" " 7s	---	---	---	---	---	---
Lehigh Navigation	55	55	55	55	---	---
" " 6s, '70	---	---	---	---	---	---
" " 6s, '84	---	---	---	---	---	---
Lehigh Valley R. R.	68 $\frac{1}{2}$	---	---	---	---	---
" " 6s	---	---	---	---	---	---
Little Schuylkill R. R.	29	---	29	---	---	---
" " 7s	---	---	---	---	---	---
Long Island	---	---	---	---	---	---
" " 6s	---	---	---	---	---	---
Minehill	---	---	---	---	---	---
Morris Canal	---	---	---	---	---	---
" " pref.	---	---	---	---	---	---
" " 6s '70	---	---	---	---	---	---
North Pennsylvania	30 $\frac{1}{2}$	---	---	---	---	---
" " 6s	86 $\frac{1}{2}$	---	---	---	---	---
" " 10s	---	---	---	---	---	---
Northern Central	---	---	---	---	---	---
Pennsylvania R. R.	56 $\frac{1}{2}$	57	56 $\frac{1}{2}$	57	57	---
" 1st m. '102	---	---	---	---	---	---
" 2d m.	---	---	---	---	---	---
Penn. State, 5s	---	---	---	---	---	---
" " 5s, coupon	---	---	---	---	---	---
" " 6s, W. L. '100 $\frac{1}{2}$	100	100	---	---	---	---
Philadelphia City, 6s	---	---	---	---	---	---
" " new. 90	89 $\frac{1}{2}$	---	90 $\frac{1}{2}$	---	---	---
Philad., Germ. & Nor.	---	---	---	---	---	---
Phila. & Reading	53 $\frac{1}{2}$	53$\frac{1}{2}$	53$\frac{1}{2}$	53$\frac{1}{2}$	53$\frac{1}{2}$	---
" " 6s, '86	---	---	---	---	---	---
" " 6s, '70	93	---	93	---	---	---
Philadelphia & Erie	30 $\frac{1}{2}$	30$\frac{1}{2}$	30$\frac{1}{2}$	30$\frac{1}{2}$	30$\frac{1}{2}$	---
" " 6s	---	---	87 $\frac{1}{2}$	---	---	---
Philad. & Sunbury, 7s	---	---	---	---	---	---
Schuylkill Navigation	24	---	24	---	---	---
" " pref.	29 $\frac{1}{2}$	29$\frac{1}{2}$	29$\frac{1}{2}$	29$\frac{1}{2}$	29$\frac{1}{2}$	---
" " 6s '82	---	---	---	---	---	---
" " 6s '76	---	---	---	---	---	---
" " 6s '72	---	---	---	---	---	---
Susq. Canal	---	---	8 $\frac{1}{2}$	---	---	---
" " 6s '78	46 $\frac{1}{2}$	---	---	---	---	---
Union Canal, pref.	21	---	---	---	---	---
" " 6s '83	---	---	---	---	---	---
West Br. Canal 6s '78	---	---	---	---	---	---
Wyoming Valley Canal	56 $\frac{1}{2}$	---	---	---	---	---
" " bonds	---	---	---	---	---	---
Hentonville, (Horse) 37 $\frac{1}{2}$	37 $\frac{1}{2}$	39	39 $\frac{1}{2}$	40	40	---
Chestnut & Wal.	53 $\frac{1}{2}$	---	---	---	---	---
Green & Coates,	---	---	---	---	---	---
2d and 3d streets,	---	---	---	---	---	---
Spruce & Pine,	35	---	---	---	---	---

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 2.
W. 27. Th. 28. F. 29. Sat. 30. M. 1. Tu. 2.

Baltimore City 6s, 1875.						
" " 1886	---	---	---	---	---	---
" " 1870	---	---	---	---	---	---
" " 1890	---	100 $\frac{1}{2}$	---	100 $\frac{1}{2}$	---	---
Balt. and Ohio	111 $\frac{1}{2}$	---	---	---	---	---
" " b'ds, '62	---	---	---	---	---	---
" " '87-'97	---	---	---	---	---	---
" " '75	---	---	---	---	---	---
" " '80	---	---	---	---	---	---
" " '85	---	---	100	---	---	---
Northern Central	---	---	---	---	---	---
" " b'ds, '88	---	---	85 $\frac{1}{2}$	---	---	---
" " '93	---	---	---	---	---	---
City Passenger R. R.	---	---	---	---	---	---

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 3.
Th. 28. F. 29. Sat. 30. M. 1. Tu. 2. W. 3.

Boston and Lowell						
Boston and Maine	115 $\frac{1}{2}$	115	115	115 $\frac{1}{2}$	116	94 $\frac{1}{2}$
Boston and Providence	128 $\frac{1}{2}$	128	128	128 $\frac{1}{2}$	128 $\frac{1}{2}$	---
Boston and Worcester	45 $\frac{1}{2}$	59	59	59	59 $\frac{1}{2}$	59 $\frac{1}{2}$
Concord	61	60	59 $\frac{1}{2}$	61	61	---
Connecticut River	---	103 $\frac{1}{2}$	---	103 $\frac{1}{2}$	---	---
Eastern, Mass.	98 $\frac{1}{2}$	99 $\frac{1}{2}$	99$\frac{1}{2}$	99$\frac{1}{2}$	99$\frac{1}{2}$	99$\frac{1}{2}$
Eastern, N. H.	99	99	99	99	99	99
Fitchburg	105	104 $\frac{1}{2}$	104$\frac{1}{2}$	104$\frac{1}{2}$	104$\frac{1}{2}$	104$\frac{1}{2}$
Manchester & Lawrence	104 $\frac{1}{2}$	104$\frac{1}{2}$	104$\frac{1}{2}$	104$\frac{1}{2}$	104$\frac{1}{2}$	104$\frac{1}{2}$
Michigan Central	---	---	---	---	---	---
Northern, N. H.	91	91	91	91	91	91
Old Colony and Fall R.	100	99 $\frac{1}{2}$	99 $\frac{1}{2}$	100	100	100
Ph. Wil. & Baltimore	59	59	59	59	59	59 $\frac{1}{2}$
Portl'd, Sac' & Ports.	94	94	94	94	94	95
Vermont & Canada	94	94	94	94	94	94
Western	130 $\frac{1}{2}$	---	---	---	---	---
Broadway (Horse)	---	---	---	---	---	---
Cambridge	84 $\frac{1}{2}$	85	85	85	85	85
Metropolitan	45 $\frac{1}{2}$	40	40	40	40	40
Middlesex	46 $\frac{1}{2}$	46$\frac{1}{2}$	46$\frac{1}{2}$	46$\frac{1}{2}$	46$\frac{1}{2}$	46$\frac{1}{2}$
Central Mining Co.	26	25 $\frac{1}{2}$	25$\frac{1}{2}$	25$\frac{1}{2}$	25$\frac{1}{2}$	25$\frac{1}{2}$
Copper Falls	26	25 $\frac{1}{2}$	25$\frac{1}{2}$	25$\frac{1}{2}$	25$\frac{1}{2}$	25$\frac{1}{2}$
Franklin	40 $\frac{1}{2}$	40$\frac{1}{2}$	40$\frac{1}{2}$	40$\frac{1}{2}$	40$\frac{1}{2}$	40$\frac{1}{2}$
Huron	40	40	40	40	40	40
Isle Royale	14 $\frac{1}{2}$	14$\frac{1}{2}$	14$\frac{1}{2}$	14$\frac{1}{2}$	14$\frac{1}{2}$	15
National	19	19	19	19	19	19
Minnesota	38 $\frac{1}{2}$	38				
Pewabic	56	56	56	56	56	57
Pittsburg	58	58	58	58	58	57 $\frac{1}{2}$
Quincy	58	58	58	58	58	57 $\frac{1}{2}$
Rockland	27	27	27	27	27	27

London Stock Exchange.

The following were the closing prices for American Securities on the 15th of December:

United States 6s, 1881						
Do. 5s, 1874	---	---	---	---	---	10
Do. 6s, 5-20s, 1882	62 $\frac{1}{2}$	62$\frac{1}{2}$	62$\frac{1}{2}$	62$\frac{1}{2}$	62$\frac{1}{2}$	63
Virginia State 5s	48	48	48	48	48	48
Do. 6 per cent.	41	41	41	41	41	43
Atlantic and Great Western,	---	---	---	---	---	---
N. Y. sec., 1st mort., 1880, 7 per cent.	79	79	79	79	79	81
Do. 2d mort., 1881	75	75	75	75</		

orbitant prices, and a large diminution in their foreign commerce for the sake of these institutions. This Government and this Union do not exist for the exclusive advantage of the issuers of paper money, and it is time the system was corrected. We do not care how many banks are created, if they are compelled to redeem their bills in specie. But we do object to being weighed down by excessive prices for their benefit. We must as all admit, have a change, or the wealth of the country will fall into the hands of a very small class of persons, and this is the present tendency of things. Large accumulation in few hands, impoverishes great numbers of the people, and in this country our prosperity depends on the advancement of the many and not the gain of the few.

"Ill fares the land to countless ills a prey,
Where wealth accumulates and men decay."

The Money Market has been very easy for some time past. The rates to borrowers seem to have settled down on good securities to 6 per cent. The British Money Market on the contrary gives signs of much disturbance. Our last arrivals brought the rumors that the Bank of England was quite likely to advance its rates, and there was considerable anxiety in commercial circles with regard to it. Consols were unusually low. American securities had again advanced, of which immediate advantage was taken in this city. It is curious to note that a monetary crisis has arrived at Rome. The *Debats*, a Paris journal, says that at the last dates, there was a run upon the Government Bank for specie, and that its bills were redeemed chiefly in copper coin of the smallest values, paid out so very slowly, that crowds were compelled to wait for hours at the doors before they could get in even to take their turn, and were sent away at a particular hour, whether they had been served or not. Soldiers and policemen were present in large numbers to keep order, and the Government had prohibited the brokers from buying or selling its coined money. Paper money has run the length of its rope in the Holy City, and the people finding that prices in consequence are destroying them, have made this final attempt to convert their *billet*s into coin, while the bank is doing all it can to avoid its responsibilities to the holders.

This fact reminds us of similar transactions recorded in our own history of Banking, when a celebrated financier who owned an institution in the interior of this state at Sandy Hill redeemed for a short time under a sudden call for payments, his own paper in small coin taking a goodly time for the count, much to the annoyance of his creditors. Paper issuing banks as a rule care very little for the public when they are crowded themselves, and we may fully expect at no future day to see the same kind of tactics repeated, whenever there is an attempt at the redemption of bank paper. The longer this is postponed, the greater will be the difficulty of this redemption.

We have a very easy money market attributable to the large amount of dividends now in process of being made as well by banks and private companies as the National Government. The returns of the associated banks for the week are considered favorable, and act upon the character of the market. They return an increase of legal tenders by the large sum of \$17,248,476, while they also

show a very light demand for discounts. They have however a less amount of specie on hand from that previously reported by the sum of \$723,268. The net balance of deposits is increased by the sum of \$6,202,990. The circulation has been enlarged \$361,168. Among the large dividends alluded to is that of the National Currency bank, being 15 per cent. for three months, making for the year the enormous profit of 60 per cent! The stock market is reported strong with a disposition to purchase. In the leading railway shares there is an advance.

Gold shows a tendency to fall off, the price being below 145, and is chiefly in demand for duties. If prices of our principal staples were lower, it would still further decline, for there is but a small profit, if any, in shipping gold. It is never taken for this purpose, if any useful product can be substituted which will bear transportation, and pay even a moderate profit. It is only taken when nothing else will pay, or is drawn for politico-financial reasons; such, for instance, as the wants of the Bank of England, when it has to look about for a reinforcement for its specie reserves. Beyond all question this has often been the cause of the heaviest drafts upon us, made at its intimation through the heavy houses which lean upon it, and often are leaned upon. The financial policy of England is entirely controlled by the bank parlor, and its movements are often "sharp, short, and decisive."

Foreign exchange is merely nominal in its operation, though considerable amounts have the last week been sold below par, a circumstance easily explained when we know the large quantities of cotton and United States securities going forward under the effect of the late advance in both.

A curious fact is stated in the annual message of the Governor of this State, delivered to the Legislature on Tuesday last, in relation to the bonds of the state. The change produced by the abandonment of the local system for the national, has been that of retiring 193 from the former to the latter, and a consequent decrease in their circulation of \$13,109,186, and an increase of cash of \$90,215 39. So far then, it is evident the change has been a beneficial one to the people of this state, who have also gained in the uniformity of the currency.

We are working out many curious problems in finance, such as no other people ever had occasion to do, and could not if they tried. Our indomitable spirit, our unsurpassed boldness, and our wonderful self-reliance seem to be equal to every emergency. We pay little attention to experience, but seem willing to take all the chances in order to effect a particular purpose, nor do disasters appal, or losses discourage; when discomfitted, we try again, and growing up to our requirements we ride through every storm. With a prudence equal to our resources and real native ability, we should make progress more wonderful than ever has been made. But we have peculiar tastes and propensities.

None is more fixed than those of expenditure, in which all indulge without regard to consequences. Economists are nowhere, in the giddy throng which now leads and makes public sentiment in the world of business and the pursuits of life. But for the occasional overthrow of great and reckless operators, there would scarce be any

check upon the masses who make up the business power of the country.

This is a hard thing to say, but it is the opinion and the teaching of our wisest public men, and of the most honest portions of the press.

Included in the exports from this port for the past week were 14,711 bales of cotton valued at \$3,333,072. We can here see the importance of cotton in a striking manner.

The balance in the Sub-Treasury on the 2d inst. was \$64,190,404 88.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—American Gold, 142½; State 7s Bounty Loan, 98¾; Georgia 6s, 90; Connecticut 6s, 95; Long Island R. R., 76; Morris and Essex, 99½; Milwaukee and St. Paul 1st mort., 85; Mariposa pref., 19¼; Central Coal Co., 53; Spring Mt., 55; Schuylkill Coal, 15; Lehigh and Susq. Coal, 7¾; Ashburton Coal, 15; Copake Iron, ¾; Western Union Tel., 50; Brunswick Land, 8; Rutland Marble, 17½; Bank of Commerce, 105; 9th National Bank, 102; Shoe and Leather Bank, 100; Central Bank, 108; 4th National Bank, 101¼; Manhattan Bank, 132; Am. Ex. Bank, 109; Metropolitan Bank, 120.

Philadelphia.—Pittsburg 5s, 71; 13th and 15th streets R. R., 33½; Mahanoy Coal, 8; Hazlet n., 57½; do., Loan, 91½; Shamokin, 7; Green Mt., 4; Big Mt., 5½; Swatara Falls, 2¼; Clinton, 1; Fulton, 8¾; St. Nicholas, 7½; N. Y. and Middle Coal Fields, 8½; Commercial Bank, 48½; Consolidation Bank, 39½; Farmers and Mechanics Bank, 119½; Girard Bank, 51¾; Corn Ex. Bank, 60; Caldwell Oil, ¾; Dalzell, 2½; Era, 8½; Franklin, 2¾; Feeder Dam, ¾; Hyde Farm, 1; Jersey Well, ¾; Junction, 1½; McClintonck, 1¾; Maple Shade, 5½; McElrath, 1½; Mingo, 2¾; Corn Planter, ¾; Ocean, 19¾; St. Nicholas, 5¾; Sugar Creek, 2¼; Slippery Rock, 1¼; Wm. Penn, 2¼. The latest quotations are: City 6s, 85@87; do., new, 90½@91; State 5s, 89@89; do., coupon, 90@91½; do., 6s, W. L., 100@100½; Phila., Wil. and Balt., 59; Reading, 53%@53¾; do., 6s, 1870, 92@93; do., bonds, 85@90; do., con., 106@107; Camden and Amboy, 125½@125; Penn. R. R., 56%@57; do., 1st mort., 99¾@99%; do., 2d mort., 93@94½; Little Schuylkill R. R., 29@30; Morris Canal, 82@84; do., pref., 115@116; do., bonds, 90@95; Wyoming Valley Canal, 57@59; do., 6s, 87@87; Susquehanna Canal, 8¾@9¾; do., 6s, 44@48; Sch. Nav., 23¾@24¼; do., pref., 27½@30; do., 6s, 1882, 75@76; Union Canal bonds, 21@23; Delaware Div. Canal 31@33½; do., bonds, 80@91; Elmira and Williamsport, 26@28; do., pref., 40@41; do., 7s, 1873, 94@95; Lehigh Coal and Navigation, 54¾@55; do., bonds, 1884, 90½@91½; North Pennsylvania, 31; do., 6s, 86½@87; Philadelphia and Erie, 31½@31½; do., 6s, 88@90; Minehill, 54@56½; Catawissa, 30¾@31; do., pref., 45%@46; Lehigh Valley, 68½@69; do., bonds, 90@91; Fifth and Sixth streets, (horse,) 43@46; Second and Third, 83@84; West Philadelphia, 68@69; Spruce and Pine, 35@40; Green and Coates, 30½@31; Chestnut and Walnut, 50@51½; Thirteenth and Fifteenth, 32½@34; Girard College, 25@28; Tenth and Eleventh, 52@53; Norristown, 53½@55; Union, 21@23; Hestonville, 41½@41¾.

Boston.—Rutland and Burlington 1st mort., 70;

Vermont Central 1st mort., 80; do., 2d mort., 25 $\frac{1}{4}$; Northern (Ogdensburg) 1st mort., 92; do., 2d mort., 39; New York and Boston R. R. 6s, 35; Ogdensburg and Lake Champlain R. R., 41; Conn. and Pass. Riv. pref., 75 $\frac{1}{4}$; do., 6s 90; Sandusky Dayton and Cin. pref., 24 $\frac{1}{2}$; Massachusetts 5s, 1894, 92 $\frac{1}{2}$; do., 6s, 1868, gold, 124; do., 5s, 1874, gold, 96 $\frac{1}{4}$; do., 1894, 94 $\frac{1}{4}$; Chicago 7s, sewerage, 1881, 93; Boston 5s, 1883, gold, 95; Bath 6s, 1889, 90 $\frac{1}{2}$; Boston Water Power Co., 26 $\frac{1}{4}$; Waverly Co., 4 $\frac{1}{2}$; Union S. S. Co., 90; Cary Imp. Co., 9; Boston and Roxbury Mill, 40; Short Mt. Coal, 28 $\frac{1}{4}$; Franklin Coal, 23 $\frac{3}{8}$; Bear Valley, etc., Coal, 15 $\frac{1}{4}$; Gilberton Coal, 42; Boston Gas, 735; State Bank, 103; Webster Bank, 103; Old Boston Bank, 62; Bank of North America, 100; Bunker Hill Bank, 111; Exchange Bank, 129; Continental Bank, 102; Tremont Bank, 110 $\frac{1}{4}$; Market Bank, 102; Pawners Bank, 98 $\frac{1}{4}$; 3d National Bank, 101 $\frac{1}{8}$; Mt. Vernon Bank, 100; Bank of Republic, 112; Albany and Boston Mining Co., 19; Bay State, 11; Canada, 85c; Dudley, 75c; French Creek, 50c.; Hancock, 13 $\frac{3}{4}$; Huron, 40; Humboldt, 4 $\frac{1}{2}$; Petherick, 3 $\frac{3}{4}$; South Side, 1 $\frac{1}{4}$; St. Clair, 2 $\frac{1}{4}$; Superior, 3 $\frac{1}{2}$; Star, 2; Winthrop, 1 $\frac{1}{4}$.

Baltimore.—Marietta and Cincinnati bonds, 85; Guilford Mining Co., 0.40; Bare Hill, 1.40; Mineral Hill, 0.60; Cambridge, 0.15; Maryland Anthracite, 16 $\frac{1}{2}$; Santa Clara, 10 $\frac{1}{2}$; Penn. Oil, 0.60; Baltimore Chrome, 1.00; Farmers and Mechanics Bank, 43 $\frac{3}{4}$. The latest quotations are: Balt. and Ohio, 111@112; do., 6s, 1867, 95@97; do., 1875, 98@98 $\frac{1}{2}$; do., 1880, 100@100; do., 1885, 98 $\frac{1}{4}$ @100; Northern Central, 44 $\frac{1}{2}$ @45; do., bonds, 1885, 85 $\frac{1}{2}$ @85 $\frac{3}{4}$; N. W. Va. 1st mort., 1873, 95@98; do., 2d mort., 93@98; do., 3d mort., 1885, 20@30; do., guar., 92@98; Marietta and Cincinnati 7s, 1891, 85@85; Central Ohio 1st mort., 83 $\frac{1}{2}$ @89; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-60, 34 $\frac{1}{2}$ @37 $\frac{3}{4}$; Western Md. bonds, 77@79; do., guar., 97@100; Maryland 6s, coupon, 1870, 100@101; do., Ins., 101@101 $\frac{1}{2}$; do., 1890, 100 $\frac{1}{2}$ @101; Baltimore 6s, 1870, 96 $\frac{1}{4}$ @96 $\frac{1}{4}$; do., 1873, 98 $\frac{1}{2}$ @100; do., 1875, 101@101 $\frac{1}{4}$; do., 1886, 97@98 $\frac{1}{4}$; do., 1890, 100 $\frac{1}{2}$ @101 $\frac{1}{8}$; do., coupon, 100@100 $\frac{1}{8}$; do., 5s, 1838-70, 81@85; City Passenger R. R., 21@21 $\frac{1}{2}$; Canton Co., 45@46; Gardner, 0.60@0.90; Gas Coal, 0.60@0.70; Maryland, 0.50@0.55; North State, 0.10@0.10; Springfield, 0.80@0.95; George's Creek, 110@124; Santa Clara, 10@12; Balt. Chrome, 0.95@1.10; Bare Hill, 1.30@1.45; Atlantic Coal, 1.05@1.10; Mineral Hill, 0.60@0.70; Baltimore Coal, 140@200.

We invite attention to the advertisement in this issue of Messrs. ADAMS, KIMBALL & MOORE, Bankers and Brokers, No. 7 New Street. Their resources are ample for the transaction of any business committed to their charge, and it will be seen that their references are of the highest character.

The Philadelphia and Baltimore Central Railroad has been extended to Rising Sun, in Cecil Co. An excursion train passed over it on the 25th ult.

The total debt of the City of Charlestown, Mass., is \$1,238,300, of which \$820,000 is a water debt and \$134,197, a war debt. The annual interest amounts to \$68,811.

Railroad and Steamboat Accidents.

The total number of casualties by Railroad Accidents in 1865, was 1,762; of which 335 resulted in death, and 1,427 in wounds. In 1864 the number of casualties was 1,890, viz.: killed, 404; wounded, 1,486—a decrease in 1865 of: casualties, 128; deaths, 69; wounded, 59. These figures do not include accidents where no lives were lost, accidents to individuals which were caused by their own carelessness or design, or deaths or injuries resulting from the recklessness of persons in crossing or standing upon railroad tracks where trains were in motion.

The total number of casualties by Steamboat Accidents in 1865, was 2,053; of which 1,788 resulted in death, and 265 in wounds. In 1864 the number of casualties was 501; of which 358 resulted in death, and 143 in wounds—an increase in 1865 of: casualties, 1,552; killed, 1,430; wounded, 122.

The following table exhibits the number of Railroad Accidents, with the number of persons killed and injured by such casualties during the past thirteen years:

	Accidents.	Killed.	Wounded.
1853	138	234	496
1854	193	186	589
1855	142	110	539
1856	143	105	629
1857	126	130	536
1858	82	119	417
1859	79	129	411
1860	74	57	315
1861	63	101	459
1862	99	264	877
1853	89	264	671
1864	140	404	1,486
1865	183	335	1,427
Totals	1,551	2,438	8,852

The following table shows the number of Steamboat Accidents, and the killed and wounded during the past thirteen years:

	Accidents.	Killed.	Wounded.
1853	31	319	158
1854	48	587	225
1855	27	176	107
1856	29	358	127
1857	30	332	82
1858	27	300	107
1859	21	342	146
1860	29	597	134
1861	19	69	88
1862	16	220	70
1863	20	255	85
1864	26	358	143
1865	32	1,788	265
Totals	355	5,691	1,737

A project is on foot to unite Lake Ontario with Lake Simcoe at Toronto, by a canal running entirely through Canadian territory, but designed as a carrier, also, to benefit the United States, by facilitating the delivery of Western produce at our seaboard. The canal is to be fed by Lake Simcoe, and to be about 100 miles long, saving a water journey by the St. Clair Flats of about 420 miles. An act of Parliament incorporates the enterprise under a liberal charter, and only forty million dollars of capital are required to execute the work.

A dispatch from Leavenworth, Kansas, states that the Union Pacific Railroad has been completed to Topeka, and that the first passenger train arrived at Topeka from Wyandotte on the 2d inst.

Debt of Massachusetts.

The following is a statement of the loans outstanding November 30, 1865, the principal and interest of which is payable in gold:

	Rate.	Amounts outstanding.	Principal payable.
1856	6	\$100,000	1866
1857	6	150,000	1868
1861	5	15,000	1868
1861	6	75,000	1868
1861	5	150,000	1870
1859	5	21,000	1870
1861	6	89,000	1870
1861-'62-'64	6	205,000	1871
1852	5	100,000	1872
1861	5	17,000	1872
1861	6	88,000	1872
1861-'62-'64	6	341,000	1872
1853	5	125,000	1873
1861-'62-'64	6	304,000	1873
1854	5	150,000	1874
1854	5	94,000	1874
1861-'62-'64	6	300,000	1874
1861-'62-'64	6	420,000	1875
1861-'62-'64	6	1,430,000	1876
1857	6	50,000	1877
1861-'62-'64	6	400,000	1877
1861-'62-'64	6	200,000	1878
1860-'62-'64	5	220,000	1880
1863-'64	6	1,088,000	1883
1863-'64-'65	5	6,429,000	1894

Total.....\$12,556,000.....

The following loans are payable at maturity, principal and interest in lawful money:

Deposit loan, Acts 1863, Resolves 1865, 30 days notice, \$2,594,736; temporary loan from banks, Acts 1863, various dates, \$274,400; temporary loan, Resolves 1865, 6 to 12 months, \$2,880,758; total, \$5,749,894.

Debt free of interest:	Amounts outstanding.
Debt past due	\$1,000
Requisitions	2,296,250

Total.....\$2,297,220.....

RECAPITULATION.

Debt, principal and interest in gold...\$12,556,000
Debt, principal and interest in lawful
money.....5,749,894
Debt free of interest.....2,297,250

Total of all debt*.....\$20,603,144
Less sinking funds, Back Bay lands,
railroad stock and cash, applicable
to the redemption of the public debt 12,888,003

\$7,715,141

* Exclusive of loans to Railroad Corporations,
secured by mortgage and collateral.

The first line of survey for the Alexandria and Fredericksburg Railroad has been completed. The line crosses the Occoquan at Colechester, and will connect with the Fredericksburg and Aquia Creek road some six or seven miles above Fredericksburg, making the entire length of the road something less than forty miles. One or two other lines will be surveyed, but we presume this will be found the shortest and most practical one.

The St. John News says that the railroad, west from St. John, is assuming quite the appearance of a public work. Fourteen miles have been placed under contract, the contractors being Mr. William Davidson, and Messrs. Yorston & Ross. Grading is going on at three different points. The number of men engaged is 50, and it is Col. Pierce's intention to keep not less than 100 fully employed till Spring, when it is understood a large force will be set to work.

Great Western Railway of Canada.

**REPORT OF THE DIRECTORS FOR THE HALF YEAR
ENDING JULY 31, 1865.**

The receipts on capital account during the half-year amounted to £674 0s. 10d., and the total receipts to 31st of July, 1865, were £5,146,349 16s. 1d. The aggregate expenditure to the same date amounted to £5,119,366 17s. 9d., leaving a balance to the credit of capital account of £26,982 18s 4d. The outlay on capital account during the half-year consists of proportion of expenditure chargeable to capital on rebuilding timber bridges in stone and iron—cost of “fish-jointing six miles of rails—outlay on new car ferry-boat for the Detroit river—expenditure on account of the extension of the line along the Toronto Esplanade, and new station at Toronto, &c., amounting altogether to £27,180 15s. 6d. The revenue account for the past half-year is as follows:

Gross receipts	£284,565
Working expenses, including the main- tenance of way, taxes, insurance, and rent of suspension bridge.....	182,487

£152,079

From which there has to be deducted—	
Interest on Government loan	£17,498
Interest on bonds, &c	32,464
Loss on the conversion of Ameri- can money	54,987
Renewal of rails, sleepers, bridges,	

191-015

To which may be added—	220,862
Am't for mail service on Sarnia branch, to 31st July, 1865, not previously in- cluded in traffic amounts.....	£8,295
Amount from the Montreal Tele- graph Co. under agreement....	3,082
Surplus from last half-year.....	4,571
	15,948

Leaving a surplus of £36,810
 From which the Directors recommend the payment of a dividend at the rate of 2 per cent. per annum. This will absorb £33,604 19s. 5d., and leave a balance of £3,205 7s. 6d. to be carried to the credit of the current half-year. The loss on the conversion of American funds during the half-year amounts to the sum of £54,937 6s. 7d. The purchases of gold have been effected at an average rate of 153½. An additional loss amounting to £4,670 14s. 6d. has been incurred by the conversion of the sum of \$77,504, American funds since 31st July, and a further amount of \$164,654 also in American funds, was at that date due to the Company on traffic account. The following table shows the receipts and expenses of the last five half-years:

Expenses
including
taxes, in-
urance, &
suspension
bridge
rent.

	<i>£</i>	<i>£</i>	<i>£</i>	<i>£</i>	<i>£</i>
July, 1863.	111,671	183,772	625	298,067	136,276
Jan., 1864.	129,684	171,329	621	301,634	135,873
July, 1864.	125,282	189,081	577	314,940	140,182
Jan., 1865.	154,125	167,874	730	312,730	137,434
July, 1865.	139,821	144,028	716	284,565	182,484

The gross receipts for the six months ending July 31st, 1865, were £284,565 7s. 7d., against £314,939 19s. 2d. for the corresponding half-year in 1864. In the aggregate, the passenger receipts for the half-year just ended show an increase of £14,539 6s. 7d., while the freight and live stock receipts show a decrease of £45,052 12s., leaving a total decrease of \$30,513 5s. 5d. as compared with the half-year ending 31st July, 1864. Note

withstanding this large decrease the working expenses amount only to 46,56 per cent. of the gross receipts. The decrease in the receipts is entirely attributable to exceptional causes. The winter was unprecedentedly severe, and caused serious stoppages on American connecting lines. The passenger traffic was also affected by the adoption of the passport system. Immediately upon the removal of these obstructions the weekly returns began to be most satisfactory, and from the 8th of April to the close of the half-year showed an average weekly increase over the corresponding period £1,294. The abundant harvest throughout Canada, and the general improvement of business, afford reasonable ground for believing that the traffic of the current half-year will continue satisfactory. The receipts from the 1st of August to the 15th of September (the date of the last return) show an aggregate increase of £18,726 over the corresponding period, or an average increase of £2,675 per week. After long negotiation, a settlement has been arrived at with the Provincial

Government as regards the payment for postal or mail service since October, 1858. By a report of the Executive Council, approved by His Excellency the Governor-General in Council on the 21st of August, 1865, the Government has allowed the sum of \$100 per mile of railway per annum up to the 31st August, 1865; and from the 1st September, 1865, in consideration of additional facilities to be afforded by the Company, will increase the payment to \$125 per mile of railway per annum. This arrangement is for four years. The appeal of the Commercial Bank of Canada has been argued before the Judicial Committee of the Privy Council, judgment being delivered on July 27th confirming the decision of the Canadian Court of Error and Appeal, and dismissing the appeal with costs against the bank. The new joint-lines along the Esplanade, at Toronto, are nearly completed and it is expected that in November the new station at the foot of Yonge street will be opened to the public. The free grant made by the Corporation of the City of Toronto, subsequently legalised by an act of the Provincial Legislature, places this Company in a position to afford greatly increased traffic facilities to that important city. The Directors have tendered their thanks to the Corporation for the liberality displayed by it, and they

are pleased to state that the new station now being erected by the Company in Yonge-street is so conveniently and centrally situated as to give great satisfaction to the public. The contract for the hull of the new car ferry boat for the Detroit river has been completed, the various parts transported safely to Canada are now being put together, the boat will be ready for traffic next spring. The Directors have recently received very encouraging information with regard to the oil districts of Bothwell and Enniskillen, which are situated upon the lines of the Great Western railway. American and other capitalists have been making large purchases of land, and sinking new wells. The construction of the Erie and Niagara railway is being proceeded with by the Atlantic and Great Western Company, and it is hoped that by next spring the railway will be ready for public use. The working arrangements between the Companies will be submitted to the Shareholders for their formal approval. The Directors are happy to report that their relations with the American connecting railways continue to be upon a satisfactory footing. It is gratifying to the Directors to state that the efficiency with which the railway had been managed, the freedom from accident, and the general good condition of the rolling stock and permanent way, have made it one of the most popular routes on the American continent for both through and local traffic, and reflect much credit upon the officials of the Company. The receipts of the Detroit and Milwaukee railroad for the half-year ending the 30th June last amounted to £147,870 against £119,576 for the corresponding period 1864, showing an increase of £28,294.

Signed on behalf of the Board of Directors,
THOMAS DAXIN, President.
London, Sept. 27, 1865.

Railroads of Connecticut, 1861.

Railroad Earnings---Weekly.

The earnings of the Marietta and Cincinnati Railroad for the 3d week in Dec., 1865, were:

1865.	1864.
Passengers	\$7,568 13
Freight	14,168 72
Mail, express & telegraph. 1,185 00	1,079 58

Total \$22,921 85 \$19,897 05

Total for the fiscal year

commencing Jan. 1. \$1,192,139 53 \$994,801 80

The earnings of the Michigan Central Railroad for the 3d week in Dec., 1865, were. \$70,838 00 Corresponding week of previous year.. 86,099 00

Increase. \$15,171 00

The earnings of the Grand Trunk Railway for the week ending Dec. 23d, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	\$43,720 00
Express, freight, mails and sundries..	7,500 00
Freight and live stock.....	72,695 00

Total \$123,915 00 Corresponding week, 1864 106,658 00

Increase. \$17,257 00

The traffic of the Great Western Railway for the week ending Dec. 29, 1865, was as follows:

Passengers	\$28,967 72
Freight and live stock.....	22,092 46
Mails and sundries.....	1,965 59

Total \$53,025 77 Corresponding week of 1864 58,600 87

Decrease. \$5,575 10

Milwaukee and Minnesota Railroad.

The sale of the Eastern Division of the La Crosse and Milwaukee Railroad, under the foreclosure proceedings, which was to have taken place on the 4th inst., has been stopped, it is said, by the payment of the arrears of interest on the 2d mortgage, amounting to about \$470,000, into the U. S. Circuit Court for the District of Wisconsin. The Milwaukee and Minnesota Railroad Company will now take possession under the mandate of the Supreme Court of the United States, of its valuable property, and all the franchises of the late La Crosse and Milwaukee Railroad Company, which includes the 95 miles of road between the city of Milwaukee and Portage, which it owns in fee, together with the right of way over the Western Division to the Mississippi River at La Crosse, and all the valuable equipment of the late La Crosse and Milwaukee Company. The Company has been organized by the election of the following board of directors: Henry M. Alexander, President; Alexander Fleming, Vice-President; John Edgar Thomson, Thomas A. Scott, Matthew Baird, Philadelphia; Ashbel Green, A. C. Gunnison, A. S. Bright, New York; Henry E. Weed, Troy.

Texas Railroad.

St. Louis, Dec. 27.—Mr. Lockridge, a representative of the railroad interests in Texas, has arrived in Kansas City on a mission to the president of the Kansas City, Fort Scott and Galveston railroad, with a view to the speedy completion of that road with its Texas connection. The people of Texas are fully alive to the importance of the improvement, and hope that it will soon be completed. Mr. Lockridge says that the hope of speedy railroad connections with the northwest, and the resumption of railway traffic and travel, is causing a spirit of enterprise to prevail throughout the State, and the people generally are anxi-

ously looking forward to the restoration of the State to the Union.

The National Debt.

The National Debt on the 1st of January, as telegraphed to the Associated Press, was as follows:

Debt bearing interest in coin	\$1,167,148,291 80
" " currency. 1,179,475,235 50	
" on which int. has ceased..	1,166,880 32
" bearing no interest.	459,519,950 37

Total \$2,807,310,357 99

Coin in Treasury. \$45,735,550 69

Currency in Treas. 44,993,271 11

90,728,881 80

Debt less cash in Treasury. \$2,716,581,536 19

Hartford capitalists are moving in regard to the proposed railroad between Collinsville and Van Deusenville (Great Barrington.) The length of the road will be about 39 miles, and the Hartford people anticipate a lucrative trade if the road goes through.

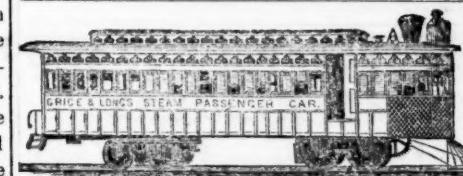
Portage Lake Copper Mines.

The November product of these mines was as follows:

	Tons.	Lbs.
Quincy	143	1,492
Pewabic	135	127
Franklin	114	570
Huron	42	1,797
Isle Royale	40	305
Grand Portage	34	1,302
Albany and Boston	24	340
Sheldon Columbian	14	1,467
Hancock	9	

making the total product of the Portage District for the month 558 tons and 1,400 lbs.

The product of the Central Copper Mine for the month of November was 113 tons.



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PATENTEES OF
Steam Passenger Cars,
AND BUILDERS OF ALL
Description of Cars,
AND
Engineers & Machinists.

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CAR WORKS,
TRENTON, NEW JERSEY.

OFFICE,
182 Broadway, NEW YORK.

BARSTOW & EDEY,
BROKERS,

NO. 30 BROAD STREET, NEW YORK.

GOVERNMENT SECURITIES, STOCKS, BONDS,
GOLD and COMMERCIAL PAPER, Bought and Sold
on Commission.

A. BARSTOW,

Late with Messrs. Henry Clews & Co.

ALBERT R. EDEY,

Late with Messrs. J. V. Onatavia & Co.

6m/2.

Central Pacific Railroad STATE AID BONDS.

INTEREST AT THE RATE OF
Seven per Cent. per Annum in Gold,

PAYABLE SEMI-ANNUALLY,

Guaranteed and Paid by the State
of California.

The Bonds are secured by a mortgage on 160 miles of road from Sacramento to the California State Line, forming part of the Great Pacific Railroad Route adopted and aided by the United States Government. They are further secured by a Sinking Fund of \$50,000 per annum in Gold received from the earnings of the Road, and pledged for their redemption. They are a first class security in every respect, and a limited amount will be offered upon terms which render them a very attractive and desirable investment. For further particulars, inquire at our Office, No. 5 Nassau Street.

1m50 FISK & HATCH, Bankers.

JOHN Q. ADAMS. R. J. KIMBALL. E. D. MOORE.

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Government Securities, Stocks, Bonds, Gold and Foreign Exchange, Bought and Sold on Commission. Four per cent. interest allowed on Deposits, subject to Draft. Collections made on all parts of the United States and Canadas.

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MECHANICS' NATIONAL BANK, NEW YORK.

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ALLEN COPE & NISBET, ST. LOUIS, MO.

MOLSON'S BANK, MONTREAL, C. E.

ONTARIO BANK, TORONTO, C. W.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., NEW YORK, Dec. 13, 1865.

AT A MEETING OF THE BOARD OF DIRECTORS of this Company, held in this city, it was Resolved, That a Dividend of FIVE PER CENT. in cash, free of government tax, be paid on the 1st day of February next, to the holders of the full paid shares registered on the twentieth day of January, and that the transfer books be closed on the said twentieth day of January and opened on the third day of February.

850 THOMAS E. WALKER, Treasurer.

D. B. GILBERT

F. S. ENTZ.

GILBERT & ENTZ,
BANKERS and BROKERS,

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THE Advertiser has several Steam Excavators, with Cars, and all the material adapted for speedily executing heavy excavations, filling of trustie work, or loading trains with material for gravelling.

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SCRANTON BUILDINGS,

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HENRY B. SMITH,
 Late with United States Trust Co.
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 AND
GOVERNMENT SECURITIES
 BOUGHT AND SOLD ON COMMISSION.
No. 47 Exchange Place,
 NEW YORK.

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 CHAR. P. LEVERIOR, Esq., President Bank of New York,
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 DAVID DOWS, Esq., THOS. W. PEARSALL, Esq.
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Car Covering or Roofing.

KINGMAN'S CEMENT WITH HEAVY CANVAS, used by many roads as a substitute for Car Duck. WILLIAMS & PAGE, Boston. July 19th, 1865.

COUPONS OF THE CENTRAL PACIFIC RAILROAD COMPANY OF CALIFORNIA, Due January 1st, 1866, will be paid on and after that date, less government tax, by EUGENE KELLY & CO., 36 Wall Street.

THE NORRIS LOCOMOTIVE WORKS, LANCASTER, PA.

HAVE for sale and ready for delivery, the following First-Class Passenger Locomotives and Tenders, built of the best material, and guaranteed in every particular.

1 of 16x22 Cylinders, 5 foot Drivers.
 1 of 16x22 Cylinders, 5½ foot Drivers.
 1 of 16x24 Cylinders, 5½ foot Drivers.
 And will take orders for April delivery for either Freight or Passenger Engines, either for Coal or Wood. Im49

Pacific Mail Steamship Company's
 THROUGH LINE TO

CALIFORNIA,

TOUCHING AT MEXICAN PORTS,

And Carrying the U. S. Mail,

LEAVE PIER NO. 42 NORTH RIVER FOOT OF Canal Street, at 12 o'clock noon, on the 1st, 11th and 21st of every month (except when those dates fall on Sunday, and then on the preceding Saturday), for ASPINWALL, connecting via Panama Railroad, with one of the Company's steamships from PANAMA for SAN FRANCISCO, touching at ACAPULCO.

DECEMBER.

1st—HENRY CHAUNCEY, Captain Gray, connecting with CONSTITUTION, Captain Farnsworth.
 11th—ATLANTIC, Captain Maury, connecting with GOLDEN CITY, Captain Bradbury.
 21st—NEW YORK, Captain Horner, connecting with COLORADO, Captain Watkins.

Departures of 1st and 21st connect at Panama with steamers for SOUTH PACIFIC PORTS. Those of 1st touch at MANZANILLO.

Through Passage Rates, in Currency.

First Cabin, Second Cabin, Steerage	\$350	\$250	\$125
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On steamers.....

A discount of ONE-FOURTH from steamers' rates allowed to 2d Cabin and Steerage passengers with families. One hundred Pounds of Baggage allowed each adult. Baggage-masters accompany baggage through, and attend to ladies and children without male protectors. Baggage received on the dock the day before sailing from steamboats, railroads and passengers, who prefer to send down early.

An experienced Surgeon on board. Medicines and attendance free.

A steamer will be placed on the line January 1st, 1866, to run from NEW ORLEANS to ASPINWALL, via HAVANA.

For Passage Tickets or further information apply at the Company's ticket office, on the wharf foot of Canal Street, North River.

F. W. G. BELLOWS, Agent.

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Steel Pen Manufacturers,

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Samples and prices on application. Lots made to order of any pattern or stamp required.

CAUTION.

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Prompt attention given to Orders through Mail or Telegraph.

SHORTEST LINE TO THE OIL REGIONS,

NEW YORK, WILLIAMSPORT & ERIE LINE,

Via Mauch Chunk.

ONE HOUR AND THIRTY MILES SAVED.
 On and after September 25, 1865, trains will leave New York, via

Central Railroad of New Jersey,
 FROM FOOT OF LIBERTY STREET, NORTH RIVER,

Daily, except Saturday, 7 P. M. On Sunday 8 P. M.
 Cars run through from New York to Erie.

SLEEPING CARS ON ALL TRAINS.

TIME SHORTER, AND FARE AS LOW AS BY ANY OTHER LINE.

It connects at Williamsport with Williamsport and Elmira Railroad, for Elmira, Niagara Falls, &c. At Corry, with Atlantic and Great Western Railroad, and Oil Creek Railroad for Titusville, Shaffer, Franklin, Oil City, &c. And at Erie, with Lake Shore Line, for the West.

Return train leaves Erie at 2.05 P. M., Corry, at 3.50 P. M.; arriving in New York at 12.05 P. M. (noon).

H. P. BALDWIN, General Ticket-Agent.
 NEW YORK, September 16, 1865.

E. J. M. DERRICK,
 ARCHITECT AND CIVIL ENGINEER,
 Late with the Erie Railway.

No. 119 Broadway, NEW YORK.

REFERENCE:

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 JOHN HOUSTON, Esq., Chief Engineer Erie R. R.

M. LANE, Esq., Chief Engineer Nassau Water Works

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FUEL ECONOMIZED
 AND
POWER OF STEAM INCREASED.
CARVALHO'S
IMPROVED SUPER-HEATER,

Prevents "Priming" in Boilers, and Economizes from 20 to 80 per cent. of the fuel used.

This invention, awarded a SILVER MEDAL at the Fair of the American Institute, 1865, IS SIMPLE IN CONSTRUCTION, and is easily attached at small cost to boilers in use, OR TO LOCOMOTIVES, greatly increasing their economy and efficiency. It will furnish pure steam of a moderate temperature for use in engines, or when required, produces, without the least fear of decomposition, highly Super-Heated Steam, for Chemical and Manufacturing purposes, fumigating ships, &c. Persons interested in the use of Steam, are invited to call upon, or address the subscriber, who is the sole Agent for the United States.

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ALSO FOR THE PURCHASE OF Railroad Equipment and Supplies.

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November 24th, 1865.

3m48

Car Duck. Hemp Packing.

HEAVY 4 Ply Fitchburg Duck 100 to 140 inches wide.
 BEST HACKLED HEMP PACKING.

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 NEW STREET,
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**\$30,000,000
MEXICAN LOAN**

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IN SUMS OF

\$50, \$100, \$500 and \$1,000,

Interest 7 per Cent, payable Semi-Annually,

PRINCIPAL AND INTEREST PAYABLE

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TEN MILLION DOLLARS to be sold at SIXTY CENTS on the dollar in U. S. Currency—Interest thus equalling TWELVE PER CENT. IN GOLD, or SEVENTEEN PER CENT. IN U. S. CURRENCY, at present rate of premium in gold.

The First Year's Interest already Provided.

The Most Desirable Investment ever Offered.

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AND

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FINANCIAL AGENT OF THE REPUBLIC OF MEXICO.

57 Broadway, New York.

Subscriptions will also be received by Banks and Bankers generally.

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BOILER AND TANK RIVETS, BRIDGE BOLTS, &c.
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FURNISH CHILLED WHEELS for Cars, Trucks, and Tenders. CHILLED DRIVING WHEELS and TIRES for Locomotives. ROLLED and HAMMERED AXLES, WHEELS and AXLES FITTED COMPLETE.

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BOILER PLATE IRON AND BOILER TUBES,

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LOCOMOTIVE AND BOILER IRON,

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SUPERIOR LAP WELDED IRON BOILER TUBES,

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PARAFFINE LUBRICATING OIL,

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PARAFFINE CANDLES AND PARAFFINE, WAX,
PRODUCED EXCLUSIVELY FROM CANTEL COAL.

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SINGER, NIMICK & CO., PITTSBURGH, PA.,

MANUFACTURERS OF ALL KINDS OF STEEL

Best Refined Tool Cast Steel,

LOCOMOTIVE AND CAR SPRINGS,
RAILROAD SPRING AND FROG STEEL,
MACHINERY, PLOW, BLISTER AND
SAW STEEL.

SICKLE, SHOVEL, FILE, HOE, FORK AND RAKE STEEL,
MOWER BARS, CROW BARS,

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Springs, Axles and Steel Tires, &c.

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Possesses the following Advantages over other Steam Gauges:

1st. It measures Pressure by the ONLY TRUE TEST, viz: THE WEIGHT OF MERCURY;
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Machines, and all Machinist's Tools; also
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TO THE****PACIFIC COAST**

will please take notice, that having been appointed
FREIGHT AGENTS OF THE PACIFIC MAIL
STEAMSHIP COMPANY, we are now prepared to re-
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California, Oregon, Nevada,
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Sandwich Islands,
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AND

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For rates apply at our office, 84 Broadway, or freight
office on dock foot of Canal street.

Steamers will sail 1st, 11th and 21st of each month,
those dates falling on SUNDAY, on preceding SATUR-
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NO SLOW FREIGHT RECEIVED ON DAY OF
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FREIGHT MUST BE DELIVERED ON DOCK
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Bills of Lading will be issued at 84 Broadway.

Our usual package express will be sent by each steamer
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Our letter bags will close at 11½ A. M. For convenience
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Our FRANKED ENVELOPES will be on sale at the
Office of the Hotel and at our office, 84 Broadway and
Canal street Dock.

All letters sent through us MUST BE IN GOVERN-
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Sight Exchange on San Francisco for sale.

Telegraphic transfers of money made to all points
reached by the wires on West Coast.

California Coupons bought at best rates.

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Established 1854. Washington, D. C.

THE HARMONY**Mutual Coal Company.**

CAPITAL \$600,000.

(represented by the lands owned by the company.)
Divided into 60,000 shares, the par value of which is fixed
at \$10 each.

Of these, 12,500 are appropriated for working capital.

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Secretary Mr. JOHN H. ROLSTON.
Attorneys PLATT, GERARD & BUCKLEY.

DIRECTORS:

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JOHN P. YELVERTON, President of the Bank of
North America.

NOAH L. WILSON, President of the American Na-
tional Bank.

FREDERICK SCHUCHARDT, of F. Schuchardt &
Sons, Bankers.

NATHAN CHANDLER, of John Munroe & Co.,
Bankers.

WM. H. TOWNSEND, Treasurer of the Sterling Iron
Company.

DAVID B. TURNER, of New York.

Each share will be entitled, from the coal mined by
the company in any one year, to its proportionate share
of said coal so mined at cost, not exceeding one ton per
share, (or the profits thereon,) and a dividend of the pro-
fits from the product, beyond the amount delivered on
the shares.

The property of this company is situated between the
town of Scranton, Penn., and the Wyoming Valley Rail-
road and Coal Company's property, about one mile from
Scranton, and adjoining the Wyoming Railroad and Coal
Company. It is free and unnumbered, and the com-
pany has no debt of any kind. It is one of the best coal
properties in the valley, being estimated to contain seven
millions of tons of coal, almost the whole of which is above
water level, and capable of producing from 100,000 to
150,000 tons a year.

Any shareholder not wishing to take his coal can have
it sold by the company for his account, and receive the
profit.

Subscriptions for a limited number of shares received
by WILSON, GIBSON & CO.,
3m42 No. 80 Broadway, New York.

SMITH & SAYRE,

PROPRIETORS AND MANUFACTURERS OF THE

**MACKENZIE PATENT
BLOWER & CUPOLA,**
**PATENT
GAS EXHAUSTOR
AND COMPENSATOR.**

THIS Blower is a Force Blast Machine, compact, durable
and requires only one-third the power necessary to drive
a Fan Blower. For all purposes where a pressure of Blast is
required they are quite equal to cylinders, and can be driven with
one-third the power, while their cost is trifling in comparison.
We manufacture these Blowers and Cupolas to move from 1
to 10 tons Iron per hour. They will save one-quarter to one-
half the time required by the old style Cupola, and from 25 to
33 per cent. of coal. Address

**SMITH & SAYRE,
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WINANS'
INCrustation Powder.

ONE to two pounds a week will prevent scale, and insure a
clean boiler; six to ten pounds will remove old deposit
and without causing leaks. POSITIVELY no injury from its
use, and no foaming, as has been proved by four years' test.
Cost 25 to 40 cents a week, which is amply repaid in saving of
fuel. Everyone-sixteenth of this non-conducting stone lining,
or scale, requires 11.7 per cent. extra heat to generate steam,
and injures the iron proportionately, say from 8 to 25 per cent.,
has used it in over 100 engines.

M. N. WINANS, 11 Wall St., N. Y.

OFFICE BELVIDERE DELA. R. R. CO.,
Mr. H. N. WINANS: Lambertville, N. J., April, 1859.
We have used your Powder for 16 months past, and I can de-
tect no injurious effects, either to our Boilers or Engines. I
have no apprehension of its doing injury, or I would not con-
tinue to use it, as I could do without it, but find the Locomotives
steam better, consequently save fuel. It keeps our boilers
tight, and does not foam, the flues and plates are clean and
smooth, and I can detect no corrosion. N. S. CONDON, M.M.

**Prince's Metallic Paint,
AN INDESTRUCTIBLE COATING
FOR**

IRON, TIN AND WOOD.

It consists of seventy-two parts Oxide of Iron, and
twenty-eight parts Cement Lime Stone in the
one hundred pounds.

It has much more body than red or white lead. It is war-
anteed perfectly water and fire-proof and to withstand a greater
heat on metals, without scaling, than any other paint in use.

It is a perfect cover for all kinds of iron, tin or wood
work, out-houses and canvas coverings. It prevents and
arrests the corrosion of metals, and is not affected by the
action of salt, gases, acids or ammonia.

As a coating for patterns of iron or wood, when mixed with
shellac, it is much superior to beeswax, oil, or shellac alone
as has been proven at the largest foundries in the country.

For patching boilers and making joints, it is considered su-
perior to red lead, or any other preparation.

For cleaning metals it takes the place of crocus, rouge and
emery, being better and cheaper.

This Paint requires no more oil than dry lead or zinc, and
much less than the ordinary mineral paints. It is free from
any waste, and possesses a spreading and covering
power unequalled.

T E R M S ,
By the Barrel or Half Barrel, { **FIVE CENTS**
per pound.

A liberal discount made to parties purchasing by the ton.
A Barrel or Ton will be forwarded to any Railroad companies
desirous of testing its qualities, for which there will be no
charge if it does not give entire satisfaction.

Also, Prince's Imperial Black Paint, and Prince's Protodoxide
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